GoRaleigh – FY2025 to FY2027

Short Range Transit Plan

Draft – February 2023

NELSON NYGAARD

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Table of Contents

Overview

THE WAKE TRANSIT PLAN

In 2016, voters in Wake County approved a tax package to invest $2.3 billion in public transit services over a 10-year period between 2017 and 2027. The investment strategy, branded as the Wake Transit Plan, reflects a vision for transit service development articulated through "Four Big Moves:

- **Connect Regionally:** Create cross-county connections by developing a combination of regional rail and bus investments. The investment plan reflects a Durham-Wake commuter rail project as well as a series of regional express routes.
- **Connect All Wake County Communities:** Connect all 12 municipalities in Wake County plus the Research Triangle Park (RTP) and Raleigh-Durham International Airport (RDU). This investment will include a combination of regional and express bus routes.
- **Frequent, Reliable Urban Mobility**: Develop a frequent transit network in Wake County's urban core. The frequent transit network will include development of bus rapid transit services, plus high frequency bus services along major corridors in the County's most developed communities.
- **Enhanced Access to Transit:** Directs investment to existing fixed-route services to make service more convenient. The investments include expanding transit operating hours, such as providing more service on weekend days or increasing services on weeknights. Enhancing access to transit also increases the frequency of service on many routes and develops demand-response services in lower density areas.

In addition to the Four Big Moves, the Wake Transit Plan identifies a series of investment goals to guide transit network development:

- Prioritize investment in ridership-justified routes but continue investment in coverage routes.
- Build a transit network that ensures both residents and jobs in Wake County are accessible by public transportation.
- Balance investments in transit infrastructure and new services to create a network that will be robust and viable in the long term. The Wake Transit Plan emphasizes infrastructure investments that improve the speed and reliability of transit operations.
- Focus investment on projects that will enhance customer service and the user experience. The Wake Transit Plan will prioritize accessibility, comfort, security, reliability, cleanliness, courtesy, and communication.

The Governing Boards directing the implementation of the Wake Transit Plan (hereinafter Wake Transit Governing Boards) are accountable for governing and overseeing implementation of the Wake Transit Plan. The Wake Transit Governing Boards include the Governance ILA parties, which consists of the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board and the GoTriangle Board of Trustees.

The Governance ILA parties established the Wake County Transit Planning Advisory Committee (TPAC), a staff-level advisory committee to coordinate planning and implementation of the Wake Transit Plan. The TPAC is comprised of regional and local governments, as well as the region's transit providers (GoTriangle, City of Raleigh, Town of Cary, and Wake TRACS) and major institutions. The TPAC is overseeing development of the Wake Transit

Multi-Year Bus Service Implementation Plan (MYBSIP), also referred to as the Wake Bus Plan. Hands-on management and direction are provided through the Core Technical Team (CTT), a subsidiary of the TPAC.

THE WAKE BUS PLAN

The Wake Transit Plan requires transit stakeholders to prepare and update a multi-year operating plan every four years. The multi-year operating plan, referenced as the Wake Bus Plan must identify, define, and prioritize Wake County transit investments in alignment with funding available through the Wake Transit Plan. The Wake Bus Plan is a collaborative effort that is developed with Wake transit operators, community stakeholders, and members of the public. The key outcome of the planning process is a financial implementation plan that programs and schedules operating and capital projects until Fiscal Year 2030. Short-Range Transit Plans (SRTP) are a sub-set of the Wake Bus Plan, focused on operating and capital projects scheduled for implementation between Fiscal Years 2025 through 2030. The SRTPs are also aligned with individual transit operators: this SRTP reflects the projects and investments identified for GoCary.

The SRTPs recognize ongoing the planning and implementation of high-capacity transit services in Wake County, including commuter rail that would connect Cary with other Wake County communities and Durham County. The region is also planning for Bus Rapid Transit (BRT) on Wake County's busiest urban corridors, with the Western Corridor BRT bringing a BRT connection between Cary and Raleigh. While not sponsored by GoCary, this service will play a vital role in the regional transit network and the operation and organization of GoCary transit services when BRT services begin revenue operation after 2026.

Each short-range transit plan (SRTP) provides background information about the transit provider, existing services, transit needs, and gaps in the service area. The plans build on analysis conducted as part of the overall Wake Bus Plan including a regional service assessment designed to enhance the understanding of current ridership trends and future travel markets, an analysis of existing service performance, input received through stakeholder and community engagement, and estimated financial costs. Reports and materials referenced in this plan and are available under a separate cover.

GORALEIGH OVERVIEW

GoRaleigh is the largest transit provider in Wake County, serving the City of Raleigh. It also operates transit service under contract for communities within Wake County, including the Town of Wake Forest and Wake Tech Community College. GoRaleigh was first established in 1975 as Capital Area Transit (CAT) and rebranded as GoRaleigh in 2015. Today, GoRaleigh provides fixed route bus service and GoRaleigh Access paratransit service for individuals with disabilities that prevent them from using fixed route service. GoRaleigh provided nearly 3.9 million fixed route passenger trips annually in 2021[1].

The purpose of the GoRaleigh SRTP is to:

- Guide service investments funded through the Wake Transit Plan (Fiscal Years 2025 - 2030)
- Reflect GoRaleigh goals and objectives in the short-term and align with Wake Transit Plan objectives
- Identify projects for programming and funding in operating and capital models
- Engage members of the public to ensure their feedback and needs are included in Wake Transit Plan funded investments

1 Source: National Transit Database (NTD) City of Raleigh 2021 Agency Profile.

This document brings together work completed for GoRaleigh under the Wake Bus Plan and provides a schedule of investments for the next three years (Fiscal Years 2025 – 2027). Projects identified for investment between FY27 and FY30 are referenced, but not detailed in the SRTP.

Existing Conditions

EXISTING SERVICE

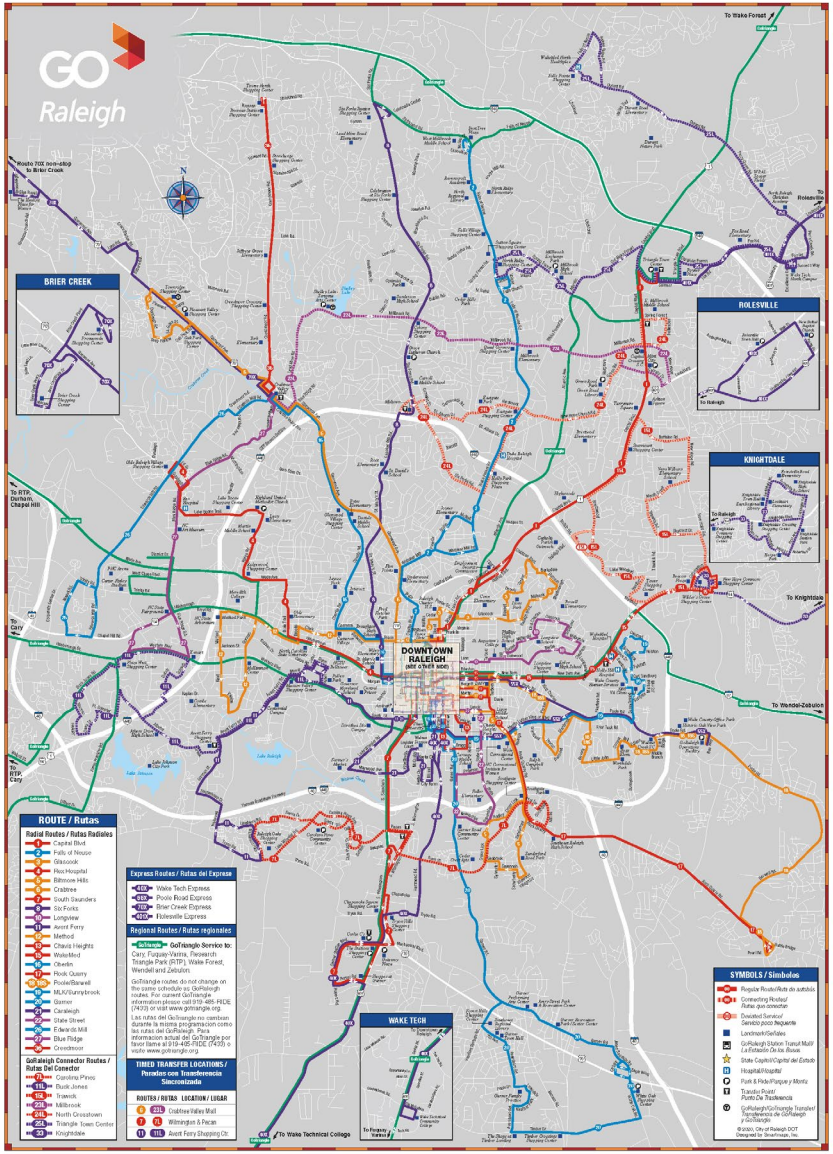
GoRaleigh operates transit in the City of Raleigh and provides service under contract for other communities within Wake County, such as the Town of Wake Forest (Figure 1). GoRaleigh operates 40 routes: four community routes, seven express routes, with three sponsored by GoTriangle (FRX, WRX, and ZWX) and one sponsored by Wake Tech Community College (40X), four frequent routes, and 23 local routes.

GoRaleigh's fixed routes are organized as a hub-and-spoke network, with GoRaleigh Station in Downtown Raleigh serving as the hub. The 24 radial routes "pulse" at GoRaleigh Station, meaning they begin/end at this location and are timed so that riders can easily transfer between routes. There are seven crosstown routes that connect riders to the radial network.

Seven GoTriangle routes also begin/end at GoRaleigh Station, creating connections between GoRaleigh local bus routes and regional bus routes with services to GoCary Depot, the Regional Transit Center (RTC), the City of Durham, and the Town of Chapel Hill.

In addition to fixed-route service, GoRaleigh also provides door-to-door paratransit service for individuals unable to use the fixed route service because of a disabilities.

Figure 1 Existing System Map



POPULATION AND EMPLOYMENT

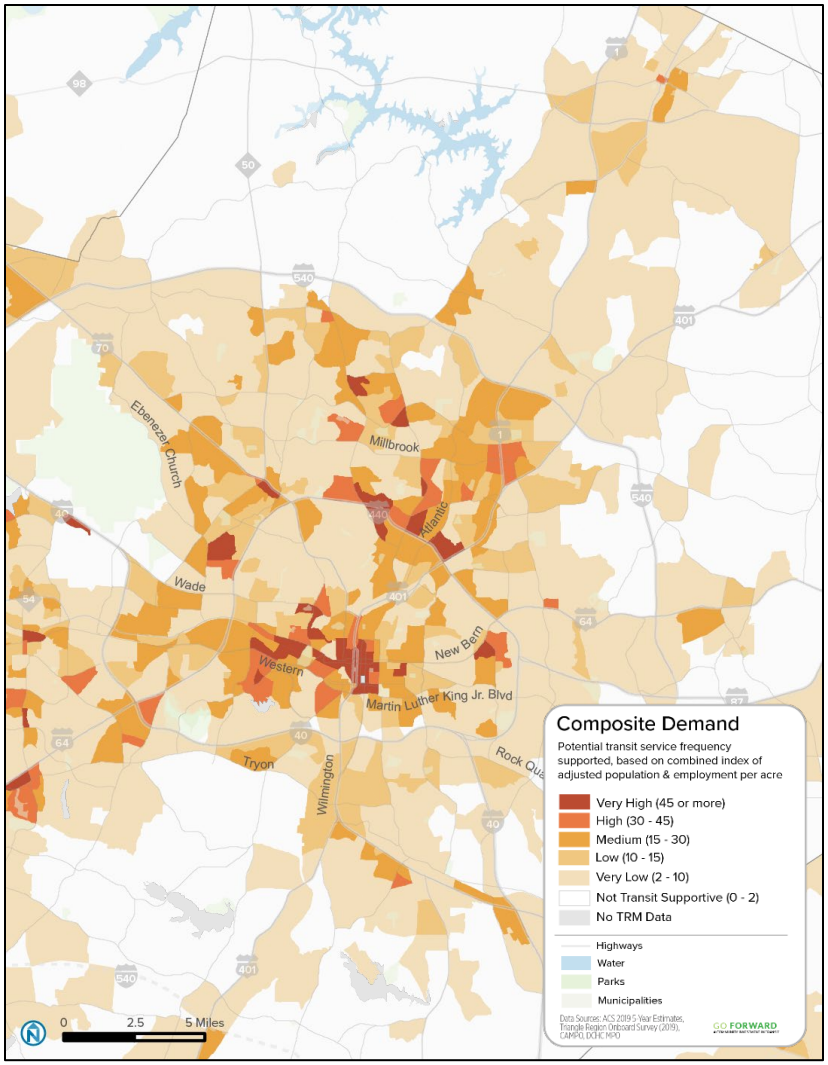
A main factor is determining the demand and need for transit service is density: where people live and work and how those areas are concentrated. Generally, transit is accessible to people within one-quarter to one-half mile of a bus stop, so the travel market—and the type and amount of service needed to serve this market—is dependent on the number of people who live, work, or visit the immediate surround area. GoRaleigh serves the densest areas of Wake County with areas of both high population and high job density. Figure 3 shows the composite demand of the City of Raleigh, which ties transit demand to service levels based on a combined index of adjusted population and employment per acre.

Areas with the highest overall demand for transit service include:

- Downtown Raleigh
- Capital Corridor
- Neighborhoods to the north along the Raleigh Beltline
- Southern and eastern Raleigh, close to Downtown

Even outside of the highest density corridors, much of Raleigh is supportive of fixed-route transit.

Figure 2 City of Cary: Transit Demand



Sources: ACS 2019 5-Year Estimates, Triangle Region Onboard Survey (2019), CAMPO, DCHC MPO.

RIDERSHIP AND PERFORMANCE

Ridership

Ridership on GoRaleigh transit routes is in alignment with the underlying market, with elevated ridership at major activity centers such as universities, hospitals, and transfer locations (see Figure 4, which does not include GoRaleigh Station ridership). GoRaleigh Station had the highest local ridership in 2021, with 5,029 average daily boardings.

Ridership on local routes is highest in downtown Raleigh and along routes that operate frequently:

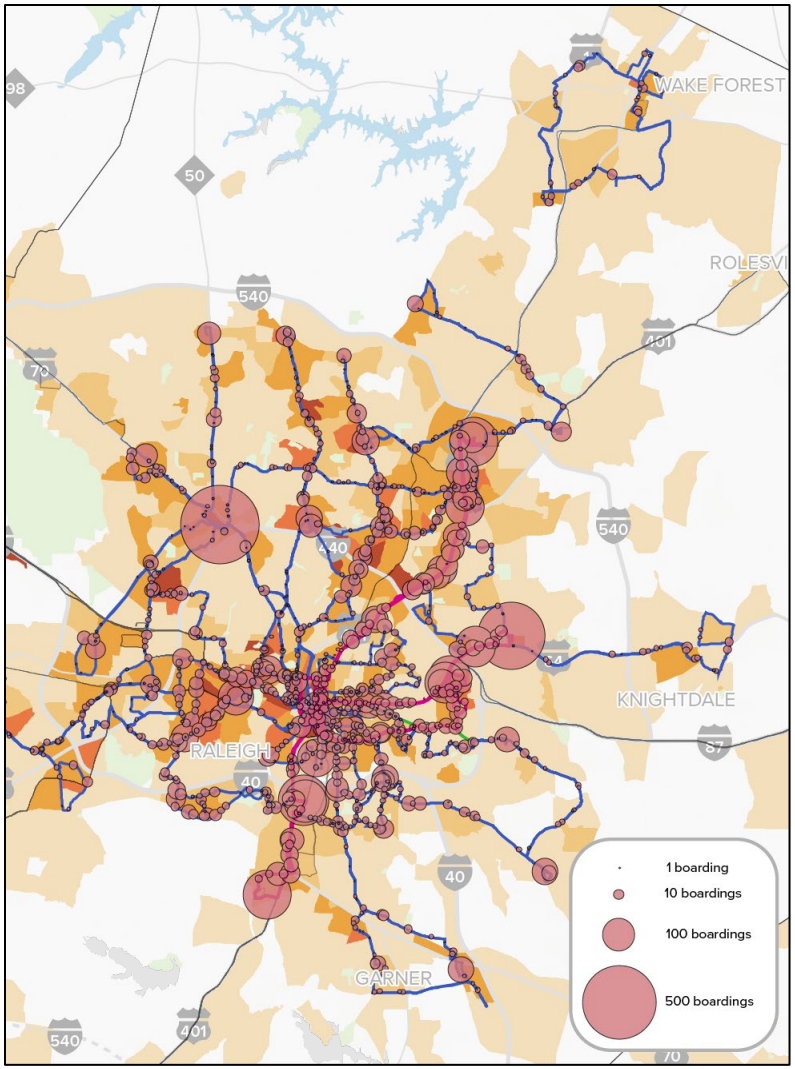
- Routes 1 Capital Blvd
- 7 South Saunders
- 15 WakeMed

Outside of GoRaleigh Station, the highest ridership stops are primarily areas served by multiple routes and/or offering transfers:

- Crabtree Valley Mall
- Pecan Road & South Wilmington Street
- Triangle Town Center Mall

Ridership on regional routes (WRX, ZWX, FRX, and 401X) is not shown in the ridership map, but is generally low, even in cases where underlying demand suggests opportunities to attract some riders. Most of these routes, however, operate during peak-periods only.

Figure 3 Local Ridership by Stop, 2021



Sources: CAMPO, GoRaleigh, GoTriangle, GoCary, GoDurham April 2021 ridership data adapted by Nelson\Nygaard Associates, ACS 2019 5-Year Estimates, Triangle Region Onboard Survey (2019), DCHC MPO.

Transit Route Performance Metrics

The Wake Bus Plan reviewed the performance of individual bus routes (see Regional Service Assessment) using the metrics and standards included in the 2018 Wake Transit Plan Service Guidelines and Performance Measures. The service guidelines classified routes by type and measured performance according to cost per rider, riders per revenue hour, farebox recovery ratio, and on-time performance. For purposes of the SRTP, the analysis focused on boardings per revenue hour and operating cost per boarding. GoRaleigh has bus routes that are included into four route performance classifications: Frequent, Local, Community, and Express Routes.

Performance largely varied by route type. Average weekday boardings per revenue hour dropped for all routes at the beginning of the pandemic but started to rebound as early as 2021. Frequent routes (Figure 5) have some of the highest boardings per hour. There is high variance across local (Figure 6) routes, while community (Figure 7) routes tend to have fewer boardings per revenue hour. There is variation in boardings per revenue hour across express routes (Figure 8), but it should be noted some run peak-only and have fewer total revenue hours.

Figure 4 Weekday Boardings per Revenue Hour, Frequent Routes

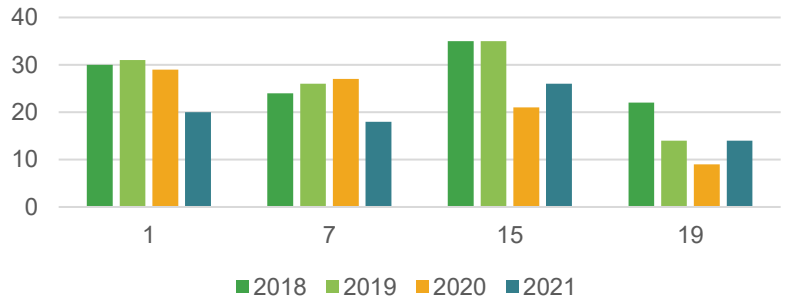


Figure 5 Weekday Boardings per Revenue Hour, Local Routes

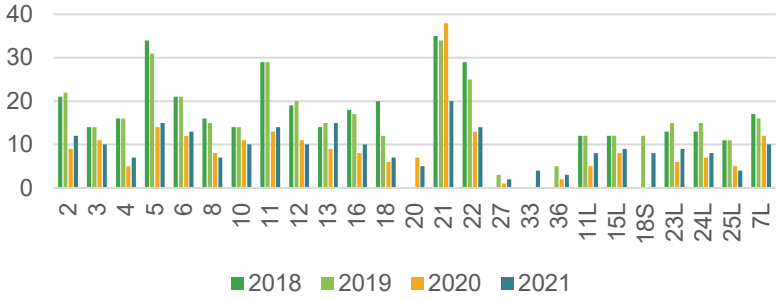


Figure 6 Weekday Boardings per Revenue Hour, Community Routes

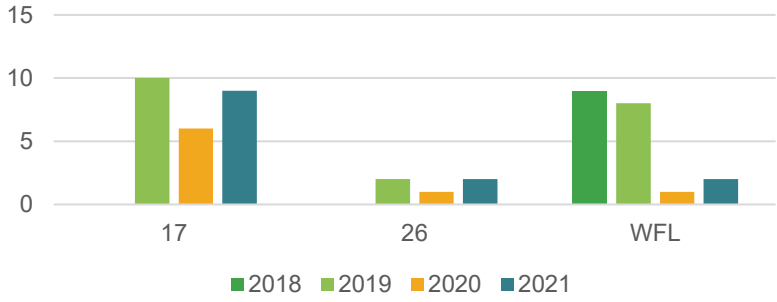


Figure 7 Weekday Boardings per Revenue Hour, Express Routes

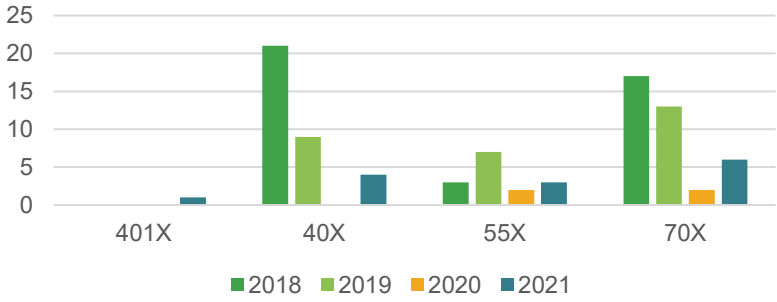


Figure 8 Operating Cost per Boarding, Frequent Routes

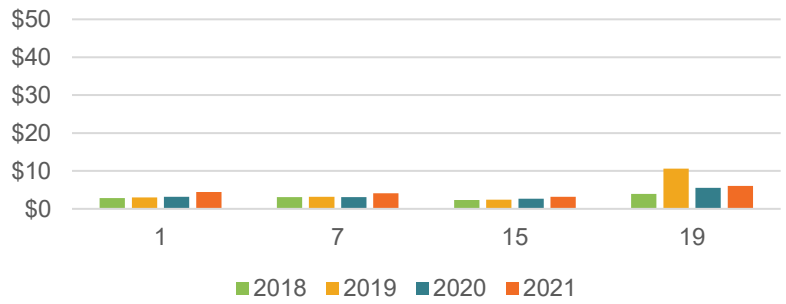


Figure 9 Operating Cost per Boarding, Local Routes

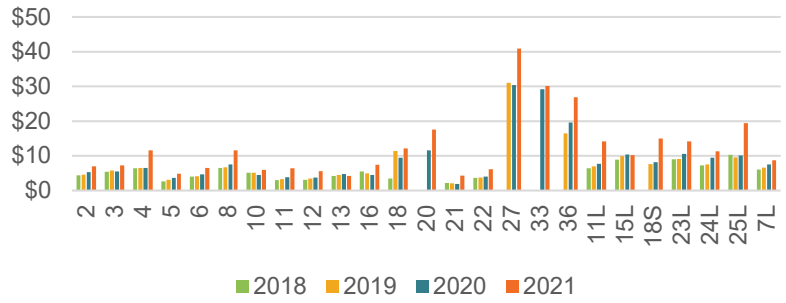
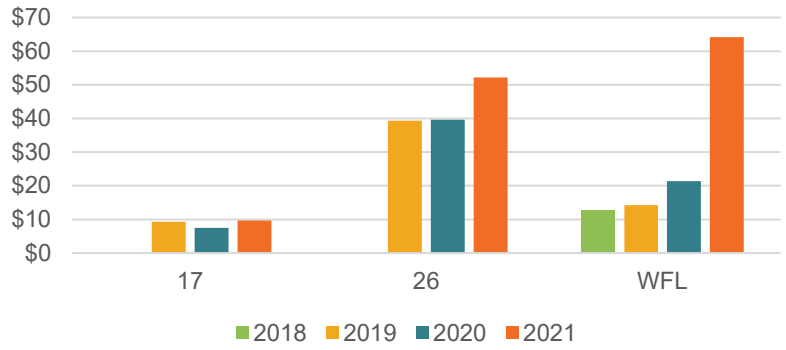
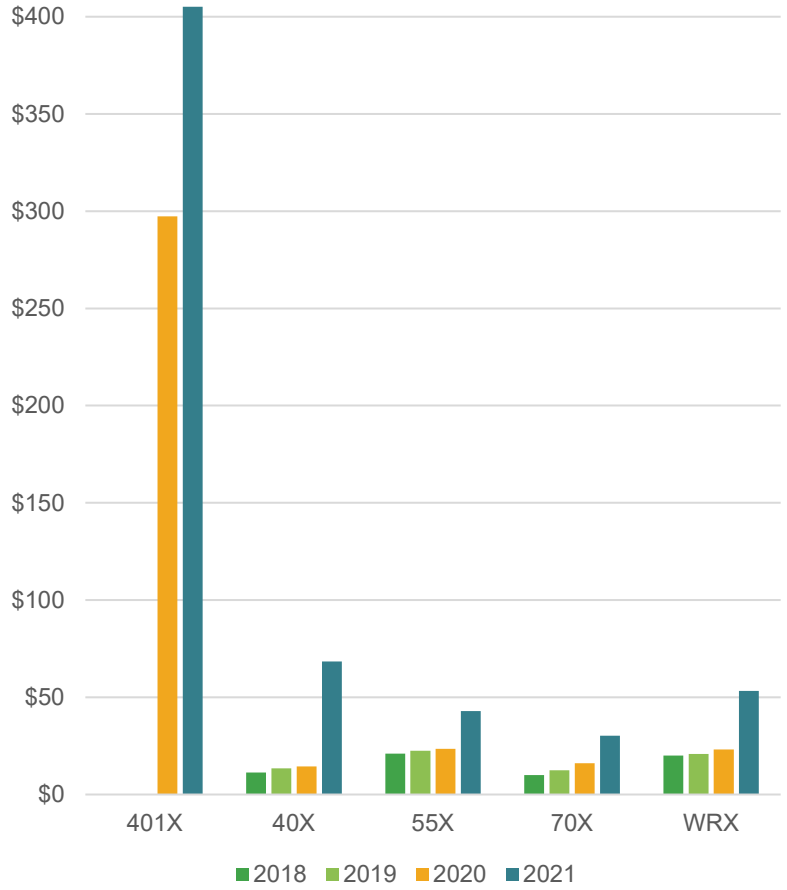


Figure 10 Operating Cost per Boarding, Community Routes



Operating cost per boarding has steadily increased across all routes, particularly during the pandemic when ridership dropped across the system. Frequent routes (Figure 9) tended to have the lowest cost per boarding. Local (Figure 10) and community (Figure 11) costs per boarding varied widely across individual routes. Express routes (Figure 12) have high costs per boarding overall, with the 401X as the most expensive per boarding in GoRaleigh's system.

Figure 11 Operating Cost per Boarding, Express Routes



PUBLIC ENGAGEMENT KEY FINDINGS

The Wake Bus Plan Working Group conducted public engagement on the Wake Bus Plan project in the Spring of 2022; another round of engagement will be held in Spring 2023:

- In April and May 2022, the Wake Bus Plan shared initial service concepts with transit riders, stakeholders, and members of the community.
- In February 2023, the Wake Bus Plan will share draft final versions of the Wake Bus Plan with an emphasis on explaining service changes, including changes to individual routes and changes to the overall transit network.

Feedback collected in Spring 2022, showed that riders and residents want GoRaleigh—and other regional service providers—to focus on transit fundamentals, such as reliability and predictability, travel time, and especially frequency. There is also a desire for improved and expanded service to rapidly developing areas such as North Raleigh. Travel to work was still the most common use of transit, but service to shopping centers, medical facilities, and schools was also valued.

Service Improvement Projects

INTRODUCTION

The SRTP for GoRaleigh is focused on service and capital improvements that address findings from the regional service assessment, reflect feedback heard by riders, service providers, and municipalities, and takes into consideration ridership recovery since the COVID-19 pandemic.

These strategies include:

- A focus on high-frequency, all-day service
- An implementation plan that decouples proposals from one another allowing for faster and lower-cost projects
- Re-evaluating previous Wake Transit Plan service proposals based on changing demographics and shifting travel patterns from the COVID-19 pandemic and ensuring that the Plan serves the highest need areas
- Consideration of new service types, like microtransit
- Anticipating and integrating with future BRT service
- Improving the rider experience at stops and ensure smooth transfers throughout the system and across modes

The following operating and capital project sheets detail these strategies.

GORALEIGH OPERATING PROJECTS

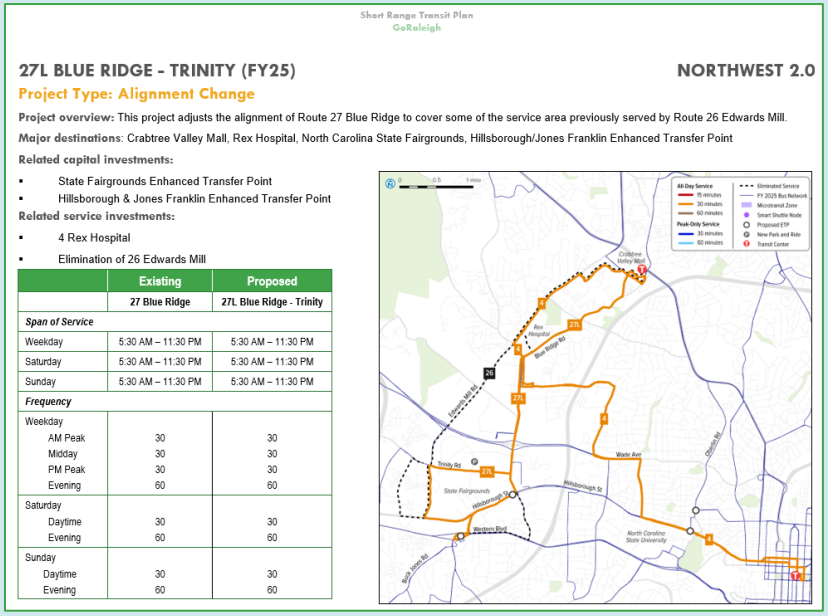
Wake Transit Plan funded operating projects recommended for the SRTP planning period (FY25 – FY27) are based on a regional prioritization process. For GoRaleigh, projects in these years include:

- Span and frequency improvements to 11 Avent Ferry
- Poole Package: Splitting 18 Poole-Barwell into 18 Poole and 18L Poole-Barwell, with span and frequency improvements and the elimination of 18S Poole
- Straightening and extending the alignment of 3 Glascock with span and frequency improvements
- Span improvements to 12 Method
- Northwest 2.0 Package: Elimination of 26 Edwards Mill paired with alignment changes to 27L Blue Ride-Trinity and 4 Rex Hospital
- Alignment changes to 7L Carolina Pines with span and frequency improvements
- Alignment changes and a name change to 11L Southwest, previously Buck Jones Connector, with frequency improvements
- New Route 14 Atlantic connecting downtown and Triangle Town Center
- Span and frequency improvements to 2 Falls of Neuse
- Frequency improvements to 21 Caraleigh
- Straightening and extending the alignment of 10 Longview with span and frequency improvements
- Old Wake Forest Package: Realignment and name change of 25L Durant paired with new route 32L Lynn Spring Forest
- Rolesville-Wake Forest Microtransit service, which replaces Route 401X
- Extension and added weekend service for 33 Knightdale

There are additional projects within the scope of the Wake Bus Plan but outside the FY27 timeframe, as well as proposals outside of the FY30 Bus Plan horizon. These projects are covered in the overall Wake Bus Plan document.

READING PROJECT SHEETS

Wake Transit Plan projects programmed within the SRTP FY27 timeframe are compiled below as a set of “project sheets”. Project sheets describe both operating and capital projects, using a combination of maps and detailed information designed to explain changes included in the Wake Bus Plan.



Short Range Transit Plan
GoRaleigh

27L BLUE RIDGE - TRINITY (FY25) **NORTHWEST 2.0**

Project Type: Alignment Change

Project overview: This project adjusts the alignment of Route 27 Blue Ridge to cover some of the service area previously served by Route 26 Edwards Mill.

Major destinations: Crabtree Valley Mall, Rex Hospital, North Carolina State Fairgrounds, Hillsborough/Jones Franklin Enhanced Transfer Point

Related capital investments:

- State Fairgrounds Enhanced Transfer Point
- Hillsborough & Jones Franklin Enhanced Transfer Point

Related service investments:

- 4 Rex Hospital
- Elimination of 26 Edwards Mill

	Existing	Proposed
	27 Blue Ridge	27L Blue Ridge - Trinity
Span of Service		
Weekday	5:30 AM – 11:30 PM	5:30 AM – 11:30 PM
Saturday	5:30 AM – 11:30 PM	5:30 AM – 11:30 PM
Sunday	5:30 AM – 11:30 PM	5:30 AM – 11:30 PM
Frequency		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	60	60
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	30	30
Evening	60	60

Operating Project Sheets

ROUTE NUMBER AND NAME (FISCAL YEAR OF IMPLEMENTATION)

The Wake Bus Plan financial plan is expressed in fiscal years (FY). Wake Transit Plan fiscal years run from July 1 through June 30. For example, FY25 starts on July 1, 2024, and ends on June 30, 2025.

PROJECTS AND PACKAGES

Project sheets are designed around individual projects. In some cases, projects include multiple route changes that are scheduled to happen at the same time. The package name, if applicable, is shown on the top right of each page to indicate the changes are part of a group, or package.

Project Type

Both new routes and changes to existing routes are proposed in this SRTP. The Project Type indicates what types of changes are part of the project. For changes to existing routes, this includes at least of the following: alignment change, span improvement, and frequency improvement. Alignment changes are adjustments to the path of the bus route. Projects with span improvements may start earlier, end later, or operate on additional days of the week. Frequency improvements increase how often buses run.

Project overview

This section describes the route and specific changes proposed in the project.

Major destinations

List of major activity centers served by the route.

Related capital investments

This section lists the capital investments that accompany the project, if any. Details on capital projects can be found in the Capital Program.

Related service investments

Projects that are part of a package rely on the implementation of other service investments and changes. Other routes in the package are listed in this section. Eliminated routes do not receive their own project sheet but are included in the Related Service Investment section and shown on the project maps.

Schedule Details

The table on the bottom left of the project sheet describes how service looks before ("Existing") and after ("Proposed") the project is implemented. If a project is a new route, there will be no Existing column.

Span of Service refers to the time that service starts and ends (when the final trip departs) on weekdays (Monday – Friday), Saturdays, and Sundays.

Frequency tells you how often a bus is scheduled to run (in minutes). Weekdays are divided into four different time periods, and weekends are divided into two:

- Weekday AM Peak: typically 6 AM to 9 AM
- Weekday Midday: typically 9 AM to 3 PM
- Weekday PM Peak: typically 3 PM to 6 PM
- Weekday Evening: typically 6 PM to 11 PM
- Weekend Daytime: typically 6 AM to 8 PM
- Weekend Evening: typically 8 PM to end of service

Reading the Map

The project sheet also includes a detailed map showing the route or routes included in the project.

Frequency: The color used to display the proposed route or routes in the map corresponds to the route's frequency during weekday rush hours. **All-Day Service** routes run throughout the day at 15 minutes (red), 30 minutes (orange), and 60 minutes (brown). **Peak-Only Service** routes run only during weekday AM and PM rush hour peaks, at 30 minutes (dark blue) and 60 minutes (light blue).

Eliminated Service: A black dashed line indicates an area where a bus route previously operated but no longer will under the new project. This may be a fully eliminated line or part of a previous alignment of a route with an alignment change.

FY 2025 Bus Network: The solid purple lines represent the proposed bus network for the year the project is proposed for implementation.

Microtransit Zone: Transparent purple polygons represent microtransit zones, within which an on-demand service operates.

Enhanced Transfer Points and **Transit Centers**, whether existing or proposed, that are served by the project routes are shown on the map using their respective icons.

Capital Projects Sheets

Like the operating project sheets, the capital project sheets are designed to provide detailed information about individual transit investments. Project sheets are grouped by type of investment (Transit Center, Vehicles, Bus Stops, etc.) and by individual projects. Cover sheets introduce the investment type, describe why it is important and list relevant information about the investment type, such as amenities included. Individual capital project sheets include four main pieces of information:

Location

The location of the planned project.

Project overview

A description of the project and its role/purpose in the Wake Bus Plan implementation.

Estimated Cost by Year

Show estimated cost by year.

Services using Facility

Lists bus routes related to the capital investment within the SRTP timeframe (as appropriate).

11 AVENT FERRY (FY25)

Project Type: Span and Frequency Improvements

Project overview: This project will improve the span and frequency of Route 11 Avent Ferry by increasing weekday service, so service operates every 15 minutes during the day and every 60 minutes in the evening. Service frequencies will also increase on weekend days to 30 minute (form 60). Route 11 will also operate one hour later in the evening on weekdays, Saturdays, and Sundays.

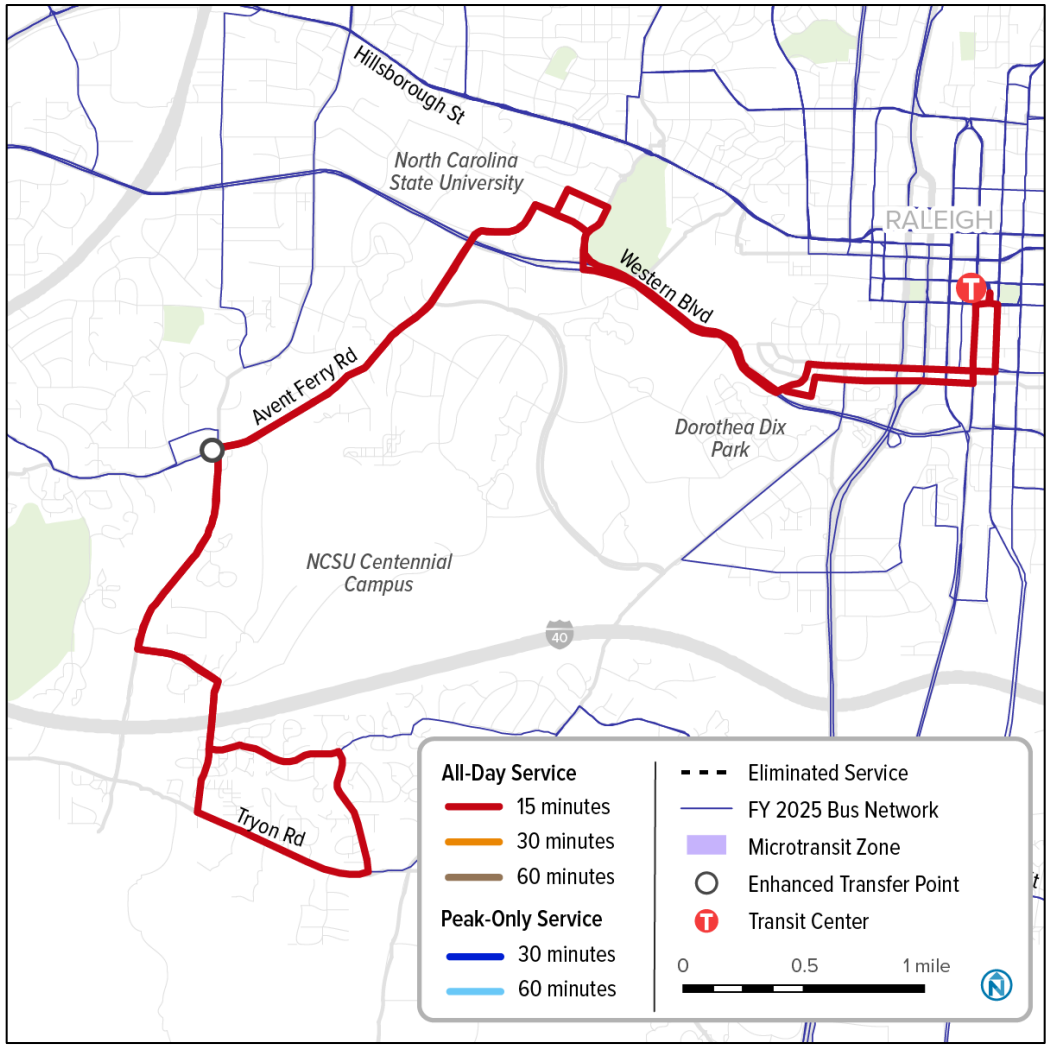
Major destinations: Downtown Raleigh, NCSU

Related capital investments:

- Avent Ferry and Western Blvd Enhanced Transfer Point

Related service investments: None

	Existing	Proposed
	11 Avent Ferry	**11 Avent Ferry**
Span of Service		
Weekday	5:45 AM – 11:30 PM	5:45 AM – 12:30 AM
Saturday	5:45 AM – 11:30 PM	5:45 AM – 12:30 AM
Sunday	5:45 AM – 10:30 PM	5:45 AM – 11:30 PM
Frequency		
Weekday AM Peak Midday PM Peak Evening	 30 60 30 60	 15 15 15 60
Saturday Daytime Evening	 60 60	 30 60
Sunday Daytime Evening	 60 60	 30 60



18 POOLE (FY25)

POOLE

Project Type: Alignment Change, Span and Frequency Improvements

Project overview: Route 18 Poole will shorten the existing route 18 Poole-Barwell and eliminate 18S to create a single route that operates between Downtown Raleigh and the Poole Park and Ride. The new Route 18 will operate all day with 30-minute service during the daytime and 60-minutes in the evenings on weekdays and weekend days. Service span increases to 12:30 AM on weeknights to align with weekend service.

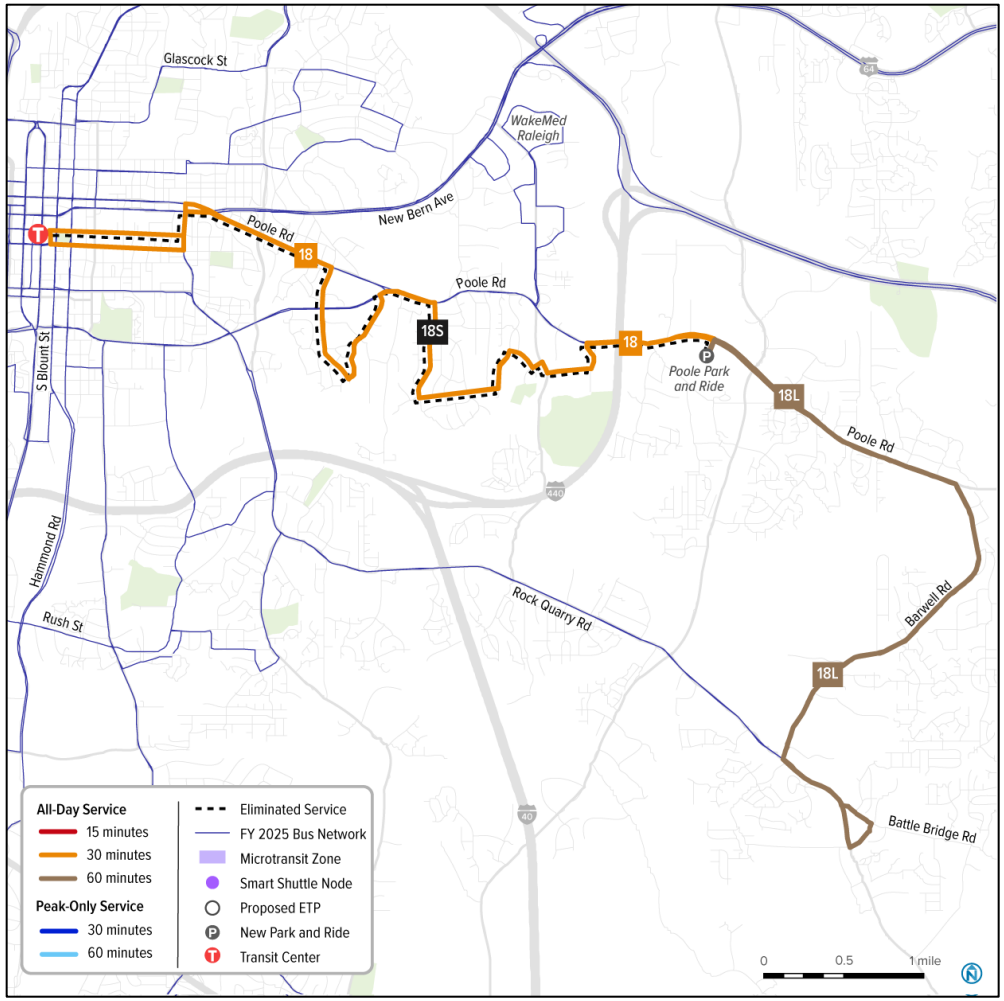
Major destinations: Downtown Raleigh, Poole Park and Ride

Related capital investments: None

Related service investments:

- 18L Poole-Barwell
- Elimination of 18S Poole

	Existing	Existing	Proposed
	18 Poole-Barwell	**18S Poole**	**18 Poole**
Span of Service			
Weekday	5:30 AM – 12 AM	6:30 AM – 7:30 PM	5:30 AM – 12:30 AM
Saturday	6:30 AM – 12:30 AM	-	6:30 AM – 12:30 AM
Sunday	6:30 AM – 12:30 AM	-	6:30 AM – 12:30 AM
Frequency			
Weekday			
AM Peak	60	60	30
Midday	60	-	30
PM Peak	60	60	30
Evening	60	-	60
Saturday			
Daytime	60	-	30
Evening	60	-	60
Sunday			
Daytime	60	-	30
Evening	60	-	60



18L POOLE – BARWELL (FY25)

POOLE

Project Type: New Route

Project overview: This new route will the southeastern portion of the existing Route 18, operating from the Poole Park and Ride to the shopping center at Battle Hill Road and Rock Quarry Road. 18L Poole-Barwell will operate at the same frequency as the existing 18, at 60 minutes all day, with a slightly shorter span.

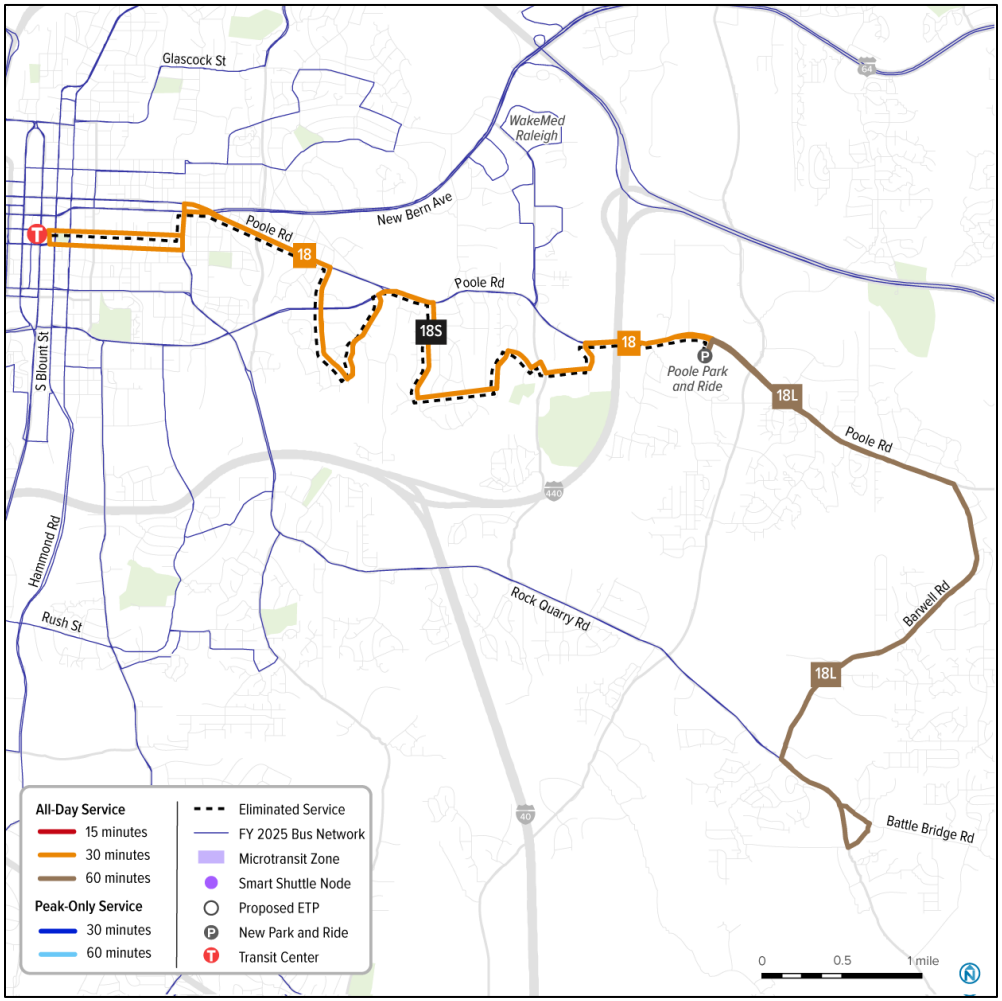
Major destinations: Poole Park and Ride

Related capital investments: None

Related service investments:

- 18 Poole
- Elimination of 18S Poole

	Existing	Proposed
	18 Poole-Barwell	**18L Poole-Barwell**
Span of Service		
Weekday	5:30 AM – 12 AM	6 AM – 12 AM
Saturday	6:30 AM – 12:30 AM	6 AM – 11:30 PM
Sunday	6:30 AM – 12:30 AM	7:30 AM – 9:30 PM
Frequency		
Weekday		
AM Peak	60	60
Midday	60	60
PM Peak	60	60
Evening	60	60
Saturday		
Daytime	60	60
Evening	60	60
Sunday		
Daytime	60	60
Evening	60	60



3 GLASCOCK (FY25)

Project Type: Alignment Change, Span and Frequency Improvements

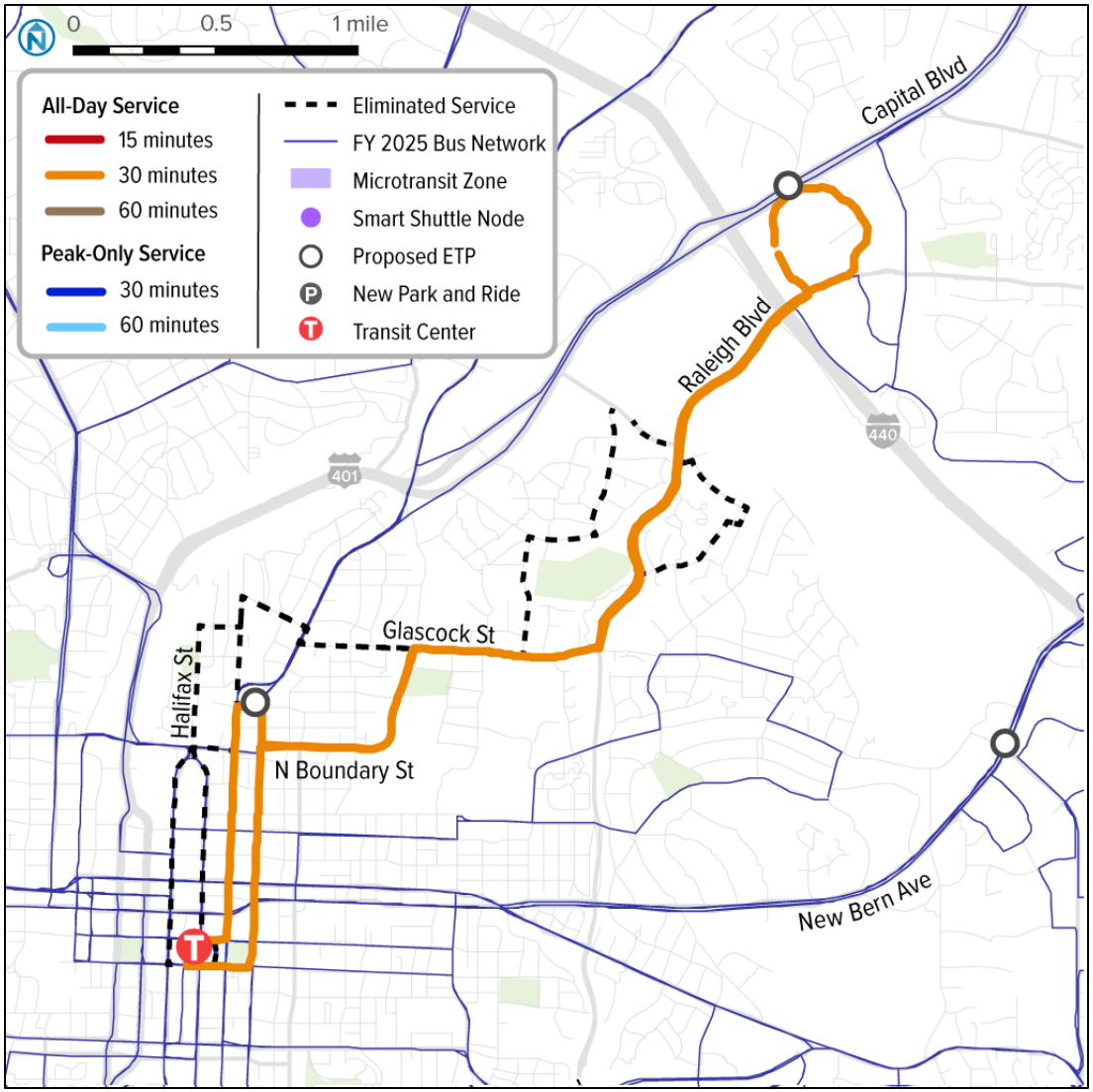
Project overview: This project realigns Route 3 Glascock with a more direct alignment, extending it north of I-440 to the 2728 Capital building. Route 3 would operate for longer hours, starting service earlier and ending later on weekdays and Saturdays. Service frequency would increase to 30 minutes during the day.

Major destinations: Downtown Raleigh

Related capital investments: None

Related service investments: None

	Existing	Proposed
	3 Glascock	**3 Glascock**
Span of Service		
Weekday	6:15 AM – 9 PM	5:30 AM – 12:30 AM
Saturday	7 AM – 8:30 PM	5:30 AM – 12:30 AM
Sunday	7 AM – 8:30 PM	7 AM – 10 PM
Frequency		
Weekday		
AM Peak	30	30
Midday	60	30
PM Peak	30	30
Evening	60	60
Saturday		
Daytime	60	30
Evening	60	60
Sunday		
Daytime	60	30
Evening	60	60



12 METHOD (FY25)

Project Type: Span Improvement

Project overview: This project adjusts the spans of Route 12 Method to match underlying demand. Improvements include longer service hours (operate until 12:30 AM on weekdays and 10 PM on weekend days. There are no other changes to the route.

Major destinations: Downtown Raleigh, William Peace University, Village District, Meredith College, North Carolina State University North Campus

Related capital investments:

- Enhanced Transfer Points (Cameron Village, Oberlin & Clark and (Oberlin, Horne, and Gorman)

Related service investments: None

	Existing	Proposed
	12 Method	**12 Method**
Span of Service		
Weekday	5:45 AM – 10:30 PM	5:45 AM – 12:30 AM
Saturday	6:45 AM – 10 PM	6:45 AM – 10 PM
Sunday	6:45 AM – 10 PM	6:45 AM – 10 PM
Frequency		
Weekday		
AM Peak	30	30
Midday	60	60
PM Peak	30	30
Evening	60	60
Saturday		
Daytime	60	60
Evening	60	60
Sunday		
Daytime	60	60
Evening	60	60

27L BLUE RIDGE - TRINITY (FY25)

NORTHWEST 2.0

Project Type: Alignment Change

Project overview: This project adjusts the alignment of Route 27 Blue Ridge to cover some of the service area previously served by Route 26 Edwards Mill.

Major destinations: Crabtree Valley Mall, Rex Hospital, North Carolina State Fairgrounds, Hillsborough/Jones Franklin Enhanced Transfer Point

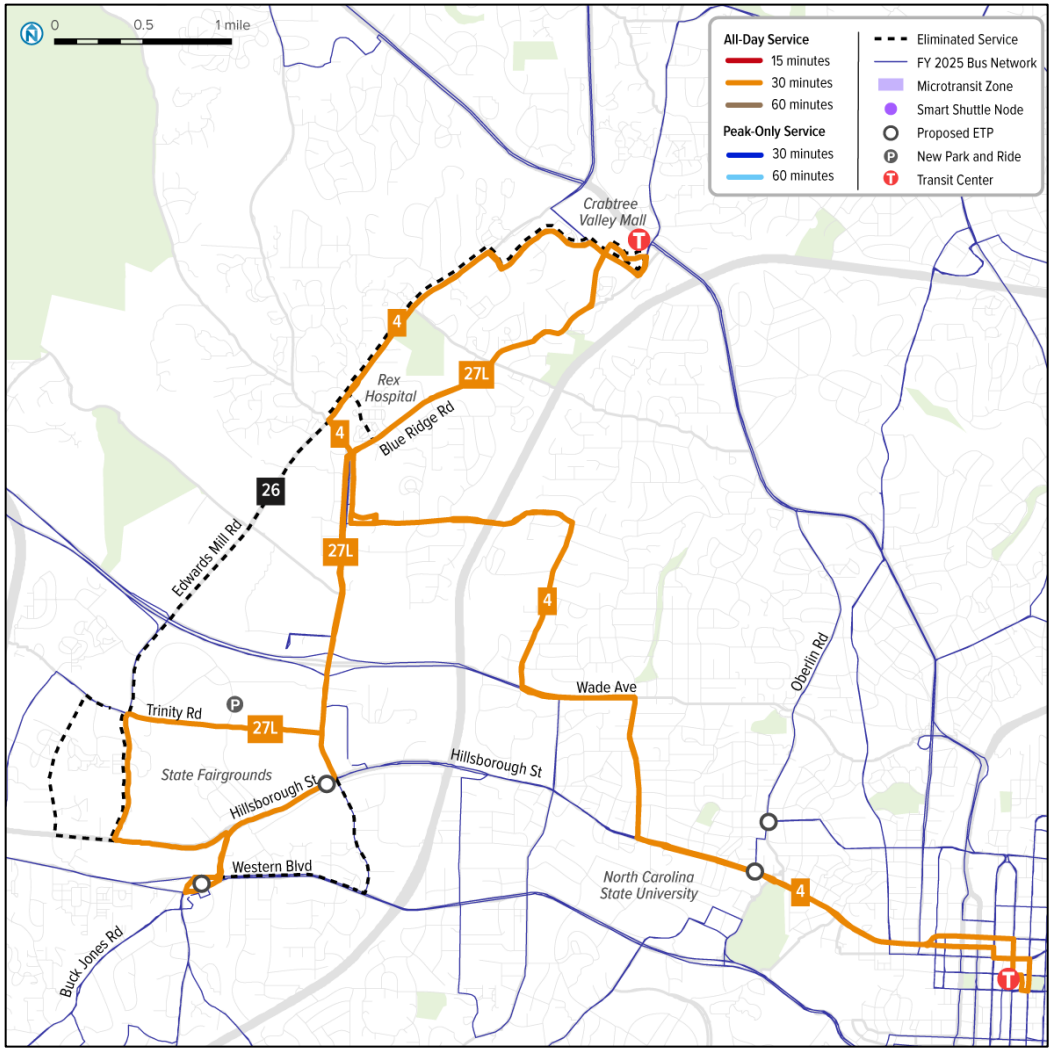
Related capital investments:

- Enhanced Transfer Points (State Fairgrounds and Hillsborough and Jones)

Related service investments:

- 4 Rex Hospital
- Elimination of 26 Edwards Mill

	Existing	Proposed
	27 Blue Ridge	**27L Blue Ridge - Trinity**
Span of Service		
Weekday	5:30 AM – 11:30 PM	5:30 AM – 11:30 PM
Saturday	5:30 AM – 11:30 PM	5:30 AM – 11:30 PM
Sunday	5:30 AM – 11:30 PM	5:30 AM – 11:30 PM
Frequency		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	60	60
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	30	30
Evening	60	60



4 REX HOSPITAL (FY25)

NORTHWEST 2.0

Project Type: Alignment Change

Project overview: This project adjusts the alignment of Route 4 Rex Hospital to cover parts of the service area previously served by Route 26 Edwards Mill. The new alignment would extend to Crabtree Valley Mall via Edwards Mill Road.

Major destinations: Downtown Raleigh, Crabtree Valley Mall, Rex Hospital, North Carolina State University North Campus

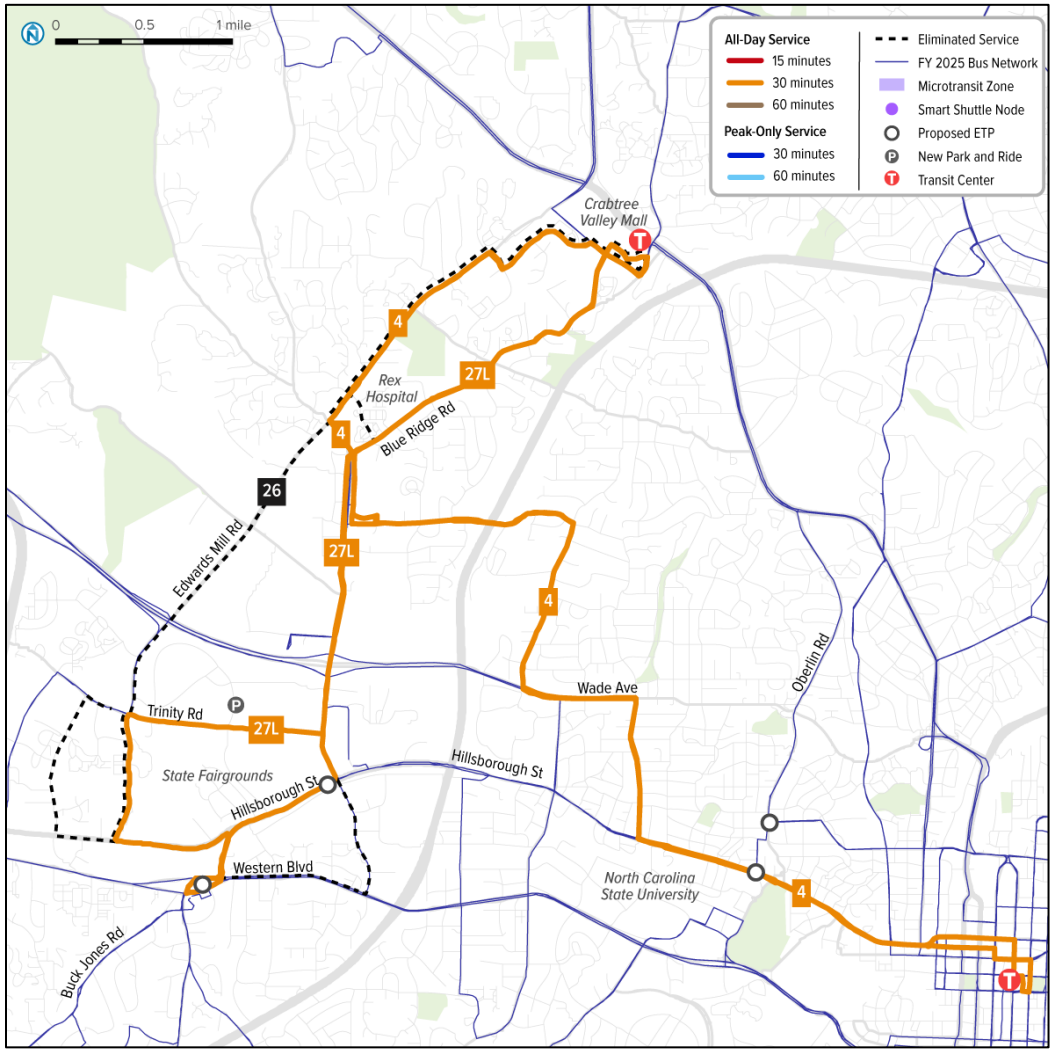
Related capital investments:

- Hillsborough Enhanced Transfer Points (Oberlin and Horne)

Related service investments:

- 27 Blue Ridge - Trinity
- Elimination of 26 Edwards Mill

	Existing	Proposed
	4 Rex Hospital	**4 Rex Hospital**
Span of Service		
Weekday	4:30 AM – 11 PM	4:30 AM – 11 PM
Saturday	4:30 AM – 11 PM	4:30 AM – 11 PM
Sunday	4:30 AM – 10 PM	4:30 AM – 10 PM
Frequency		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	60	60
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	30	30
Evening	60	60



7L CAROLINA PINES (FY25)

Project Type: Alignment Change, Span and Frequency Improvements

Project overview: This project would shorten Route 7L Carolina Pines to terminate at Seabrook Road (instead of Rock Quarry Road). The proposed service would operate between 5:30 AM and 12:30 AM on weekdays and Saturdays, and from 6:30 AM to 10:30 PM on Sundays. Daytime service frequency would increase to 30 minutes.

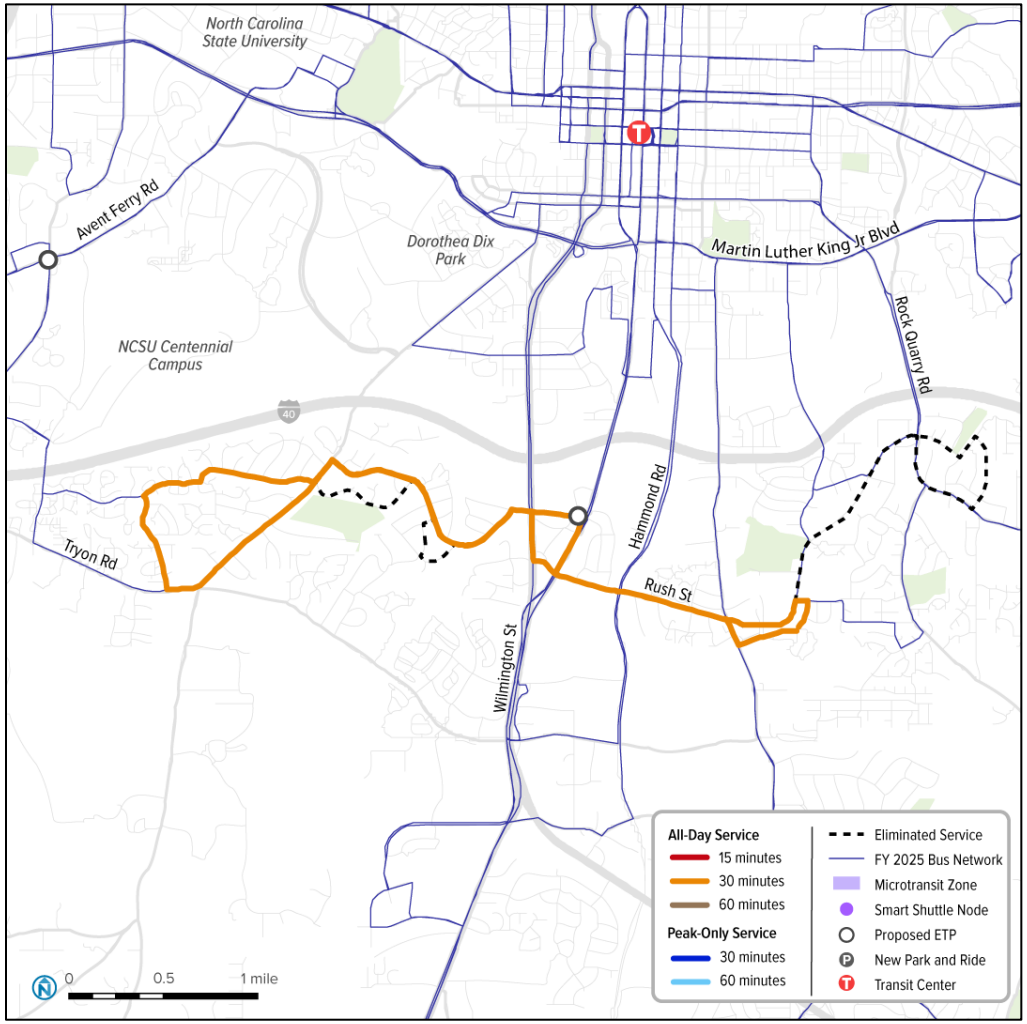
Major destinations: None

Related capital investments:

- Enhanced Transfer Point (Wilmington & Pecan)

Related service investments: None

	Existing	Proposed
	7L Carolina Pines	**7L Carolina Pines**
Span of Service		
Weekday	5:45 AM – 10 PM	5:30 AM – 12:30 AM
Saturday	6:45 AM – 9 PM	5:30 AM – 12:30 AM
Sunday	6:45 AM – 9 PM	6:30 AM – 10:30 PM
Frequency		
Weekday		
AM Peak	30	30
Midday	60	30
PM Peak	30	30
Evening	60	60
Saturday		
Daytime	60	60
Evening	60	60
Sunday		
Daytime	60	60
Evening	60	60



11L SOUTHWEST (FY25)

Project Type: Alignment Change, Frequency Improvements

Project overview: This project removes deviations and shortens Route 11L to terminus at Gorman Street (instead of North Carolina State University). The bus route would continue along Athens in both directions and terminate at the Hillsborough/Jones Franklin Enhanced Transfer Point. It would continue to serve the Buck Jones Road and Jones Franklin Road pattern to the west. Frequencies increases to 45-minute headways at all times.

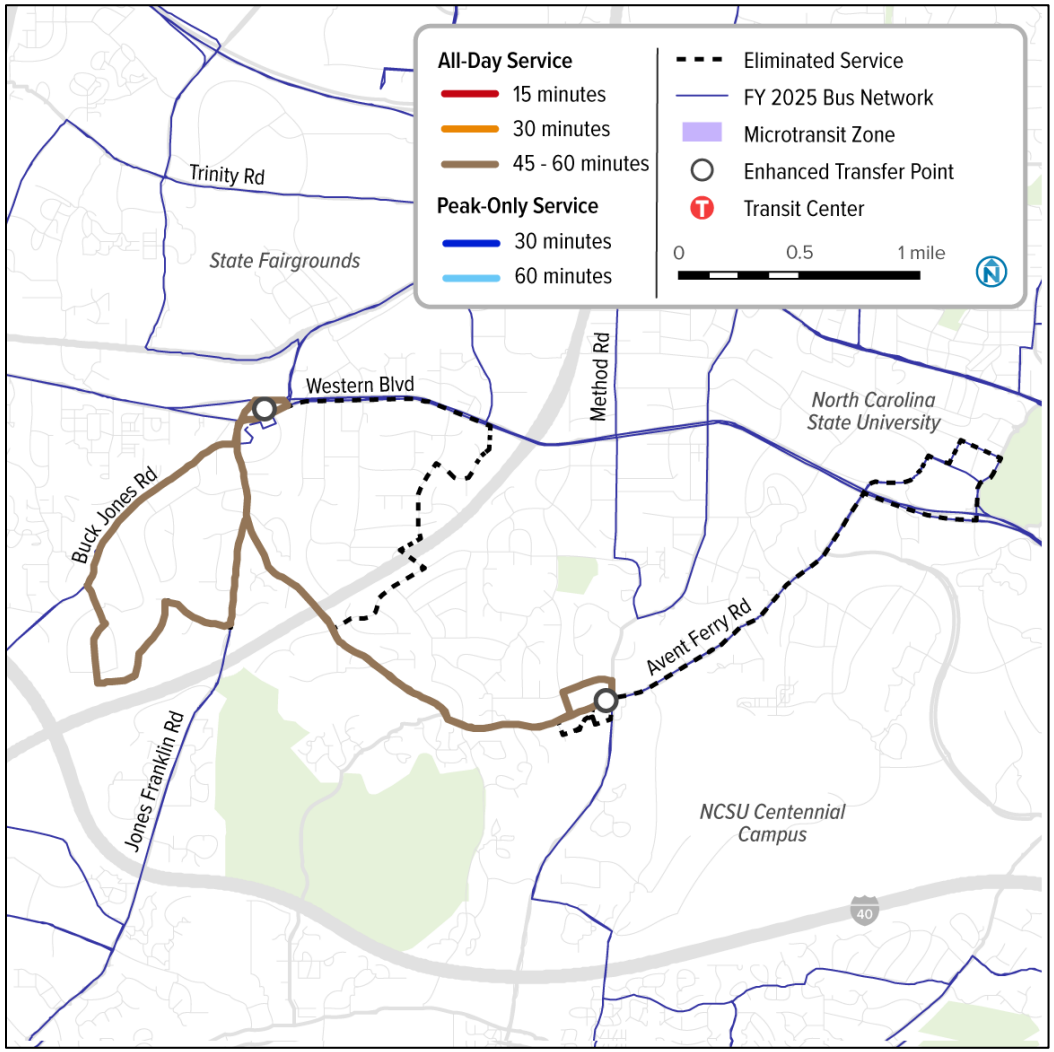
Major destinations: None

Related capital investments:

- Enhanced Transfer Points (Hillsborough and Jones Franklin, Avent Ferry and Gorman)

Related service investments: None

	Existing	Proposed
	11L Buck Jones Connector	**11L Southwest**
Span of Service		
Weekday	6 AM – 10:30 PM	6 AM – 10:30 PM
Saturday	7 AM – 10:30 PM	7 AM – 10:30 PM
Sunday	7 AM – 10:30 PM	7 AM – 10:30 PM
Frequency		
Weekday		
AM Peak	60	45
Midday	60	45
PM Peak	60	45
Evening	60	45
Saturday		
Daytime	60	45
Evening	60	45
Sunday		
Daytime	60	45
Evening	60	45



ROLESVILLE MICROTRANSIT (FY25)

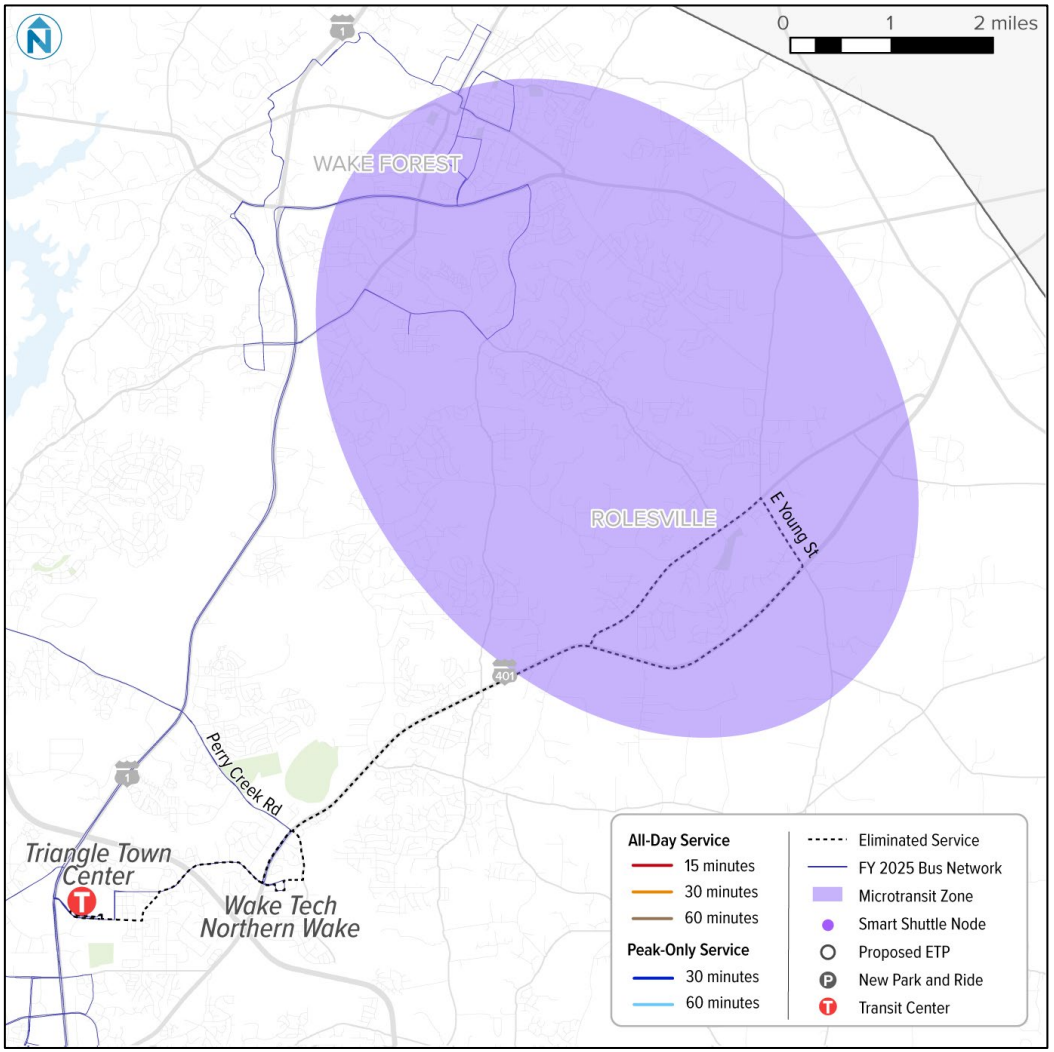
Project Type: New Microtransit Zone

Project overview: This project would create on-demand "microtransit" to parts of Wake Forest and Rolesville that were previously served by the GoWake SmartRide NE pilot and in replacement of the 401X Rolesville Express. It would provide connections between Rolesville and Wake Forest, including access to fixed route bus service. Details on the service area, including exact boundaries, hours of service, and estimated wait times will be determined during a future project study with service providers, contractors, and the communities.

Major destinations: none

Related capital investments: none

Related service changes: Elimination of the 401X



14 ATLANTIC (FY26)

Project Type: New Route

Project overview: This new route would operate between Downtown Raleigh and Triangle Town Center via Wake Forest Road, Atlantic Avenue, and Green Road. IT would operate weekdays and weekend days with 30-minute headways during the day and 60-minute headways in the evening.

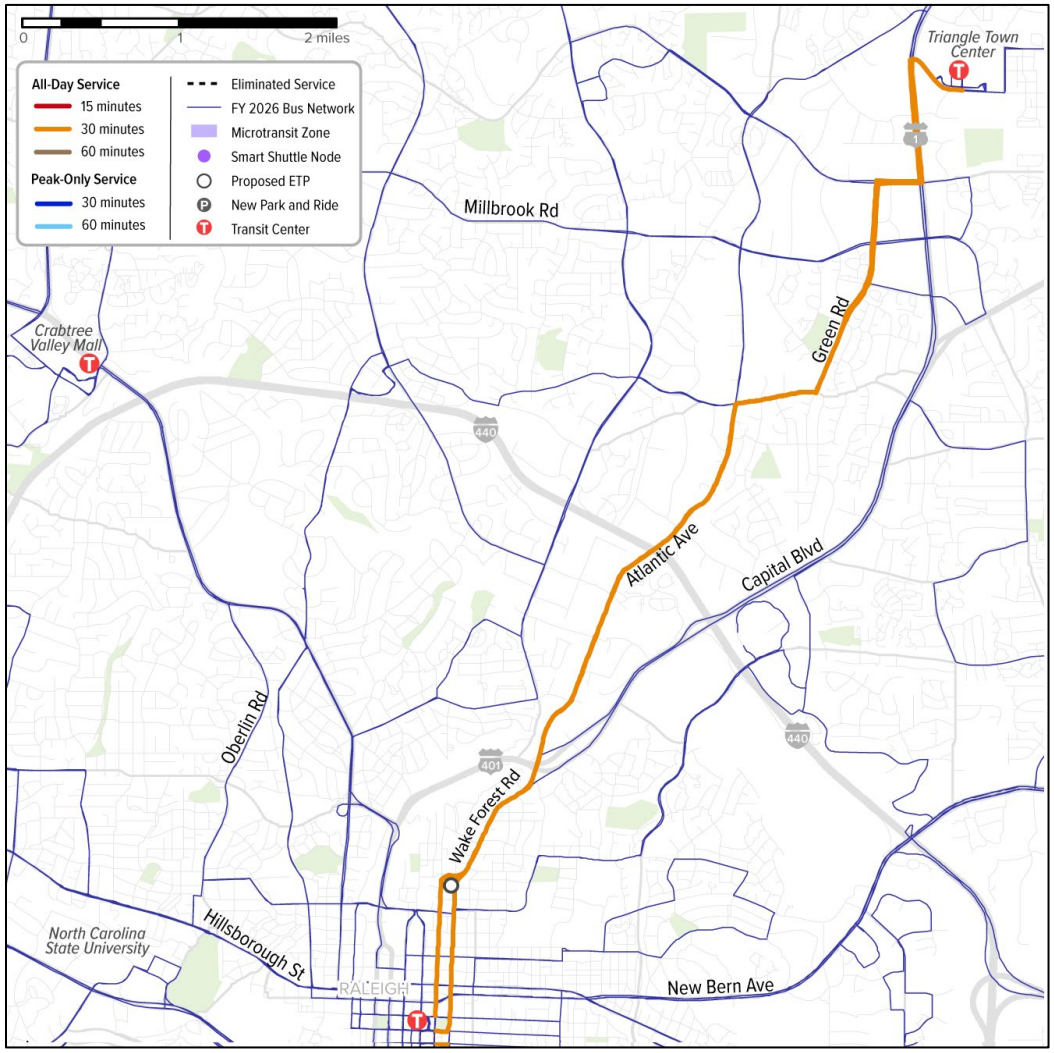
Major destinations: Downtown Raleigh, Triangle Town Center

Related capital investments:

- Triangle Town Center
- New bus stops

Related service investments: None

	Proposed
	14 Atlantic
Span of Service	
Weekday	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:30 AM
Sunday	6:30 AM – 11:30 PM
Frequency	
Weekday	
AM Peak	30
Midday	30
PM Peak	30
Evening	60
Saturday	
Day	30
Evening	60
Sunday	
Day	30
Evening	60



2 FALLS OF NEUSE (FY26)

Project Type: Span and Frequency Improvements

Project overview: This project would improves the frequency and span of Route 2 Falls of Neuse so that it would operate until 12:30 AM on weekdays and Saturdays and until 11:30 PM on Sundays. Buses will depart every 15 minutes during the day on weekdays and every 30 minutes during the day on weekends, with 60-minute service in the evening.

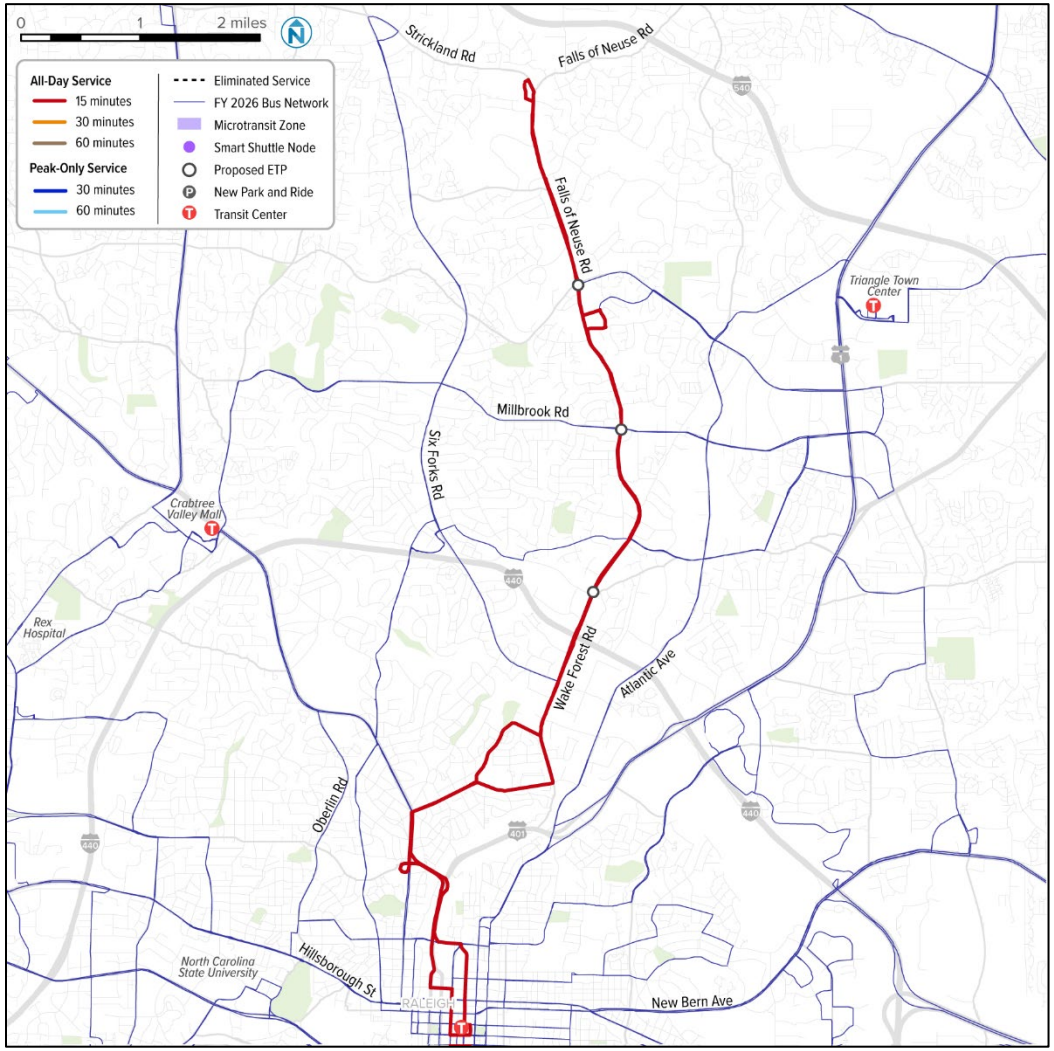
Major destinations: Downtown Raleigh, Duke Raleigh Hospital, North Ridge Shopping Center, The Falls Centre

Related capital investments: None

Related service investments:

- 2L Falls of Neuse North

	Existing	Proposed
	2 Falls of Neuse	**2 Falls of Neuse**
Span of Service		
Weekday	5 AM – 11:30 PM	5 AM – 12:30 AM
Saturday	5:30 AM – 11 PM	5:30 AM – 12:30 AM
Sunday	5:30 AM – 11 PM	5:30 AM – 11:30 PM
Frequency		
Weekday		
AM Peak	30	15
Midday	30	15
PM Peak	30	15
Evening	30	60
Saturday		
Daytime	60	30
Evening	60	60
Sunday		
Daytime	60	30
Evening	60	60



21 CARALEIGH (FY26)

Project Type: Frequency Improvements

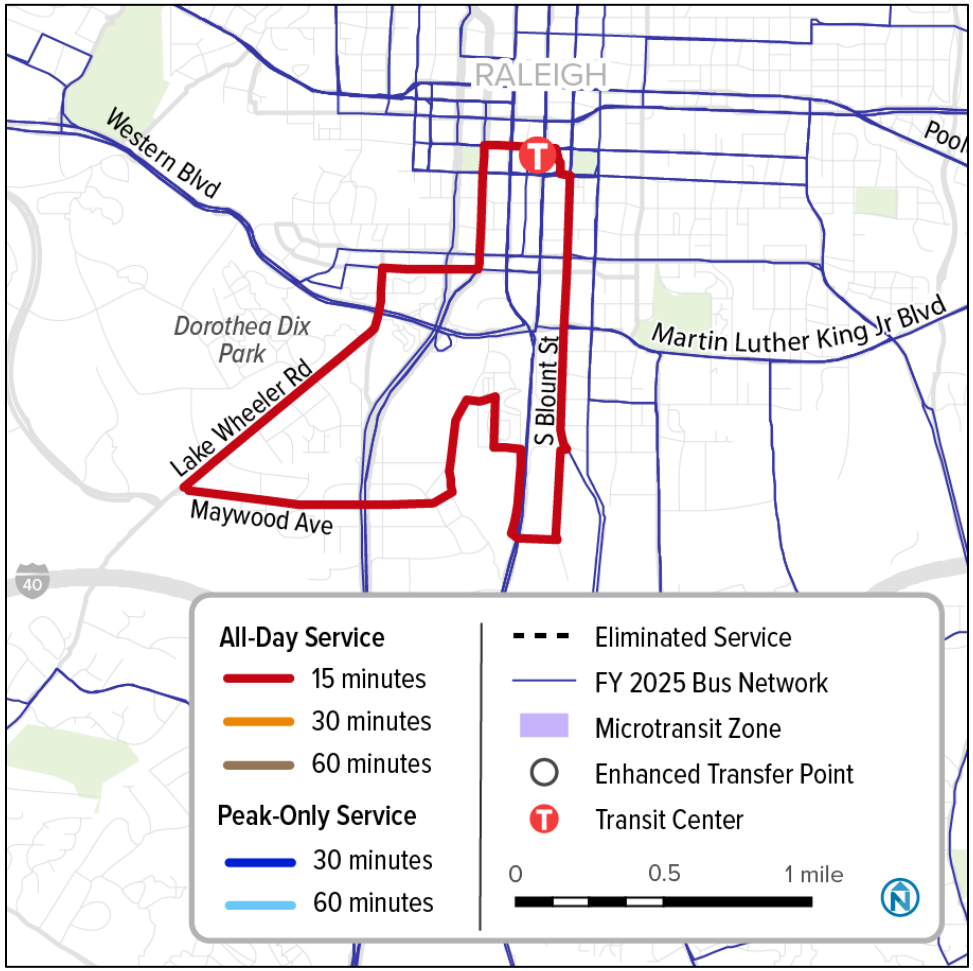
Project overview: This project would strengthen Route 21 Caraleigh by increasing service frequencies to every 15 minutes during the daytime hours on weekdays and weekend days. Evening frequencies on all days would be at 30 minutes.

Major destinations: Downtown Raleigh, Raleigh Department of Health and Human Services

Related capital investments: None

Related service investments: None

	Existing	Proposed
	21 Caraleigh	**21 Caraleigh**
Span of Service		
Weekday	5:30 AM – 12 AM	5:30 AM – 12 AM
Saturday	5:30 AM – 12 AM	5:30 AM – 12 AM
Sunday	5:30 AM – 11 PM	5:30 AM – 11 PM
Frequency		
Weekday		
AM Peak	30	15
Midday	30	15
PM Peak	30	15
Evening	60	30
Saturday		
Daytime	60	15
Evening	60	30
Sunday		
Daytime	60	15
Evening	60	30



10 LONGVIEW (FY27)

Project Type: Alignment Change, Span and Frequency Improvements

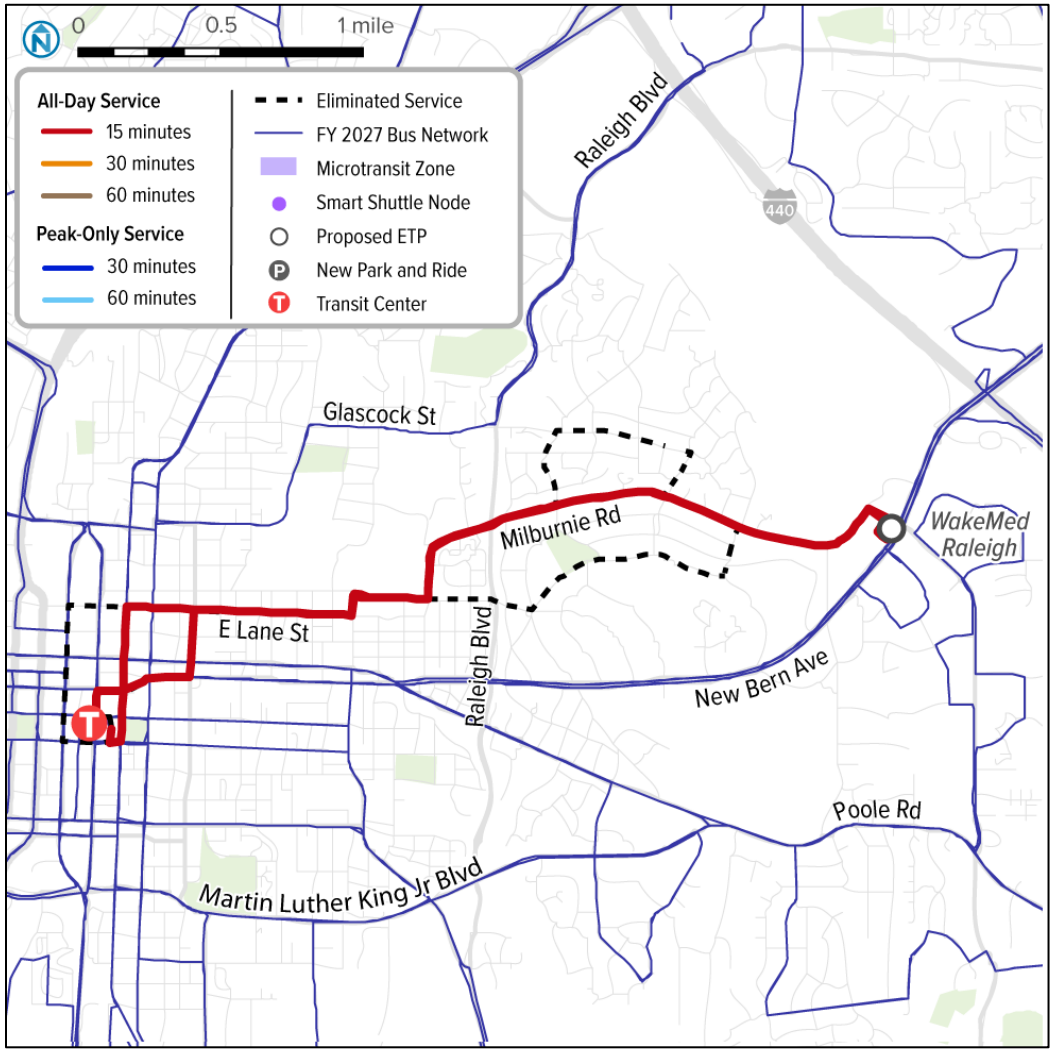
Project overview: This project would realigns Route 10 Longview with a more direct route and extends it to WakeMed Raleigh. Improvements would also increase the hours of operation so the route would begin early and end later (ending at 12:30 AM on weeknights and Saturdays and 11:30 PM on Sundays). Service frequency would also increase to 15 minutes during the day on weekdays and 30 minutes during the day on weekends.

Major destinations: Downtown Raleigh, Wake Med Raleigh

Related capital investments:

Related service investments: None

	Existing	Proposed
	10 Longview	**10 Longview**
Span of Service		
Weekday	5:30 AM – 9 PM	5:30 AM – 12:30 AM
Saturday	7 AM – 9 PM	5:30 AM – 12:30 AM
Sunday	7 AM – 9 PM	6:30 AM – 11:30 PM
Frequency		
Weekday		
AM Peak	30	15
Midday	60	15
PM Peak	30	15
Evening	60	60
Saturday		
Daytime	60	30
Evening	60	60
Sunday		
Daytime	60	30
Evening	60	60



25L DURANT (FY27)

OLD WAKE FOREST

Project Type: Alignment Change, Span Improvement

Project overview: The new Route 25L Durant would be a shortened version of Route 25L Triangle Town Link, connecting Triangle Town Center and North Raleigh, with a deviation to serve the Northern Wake Tech campus. 25L Durant would operate at the same frequencies as the current 25L, but have longer hours of service, operating from 5:30 AM to 12:30 AM on weekdays and Saturdays, and from 6:30 AM to 11:30 PM on Sundays.

Major destinations: Triangle Town Center, WakeMed North, Wake Tech

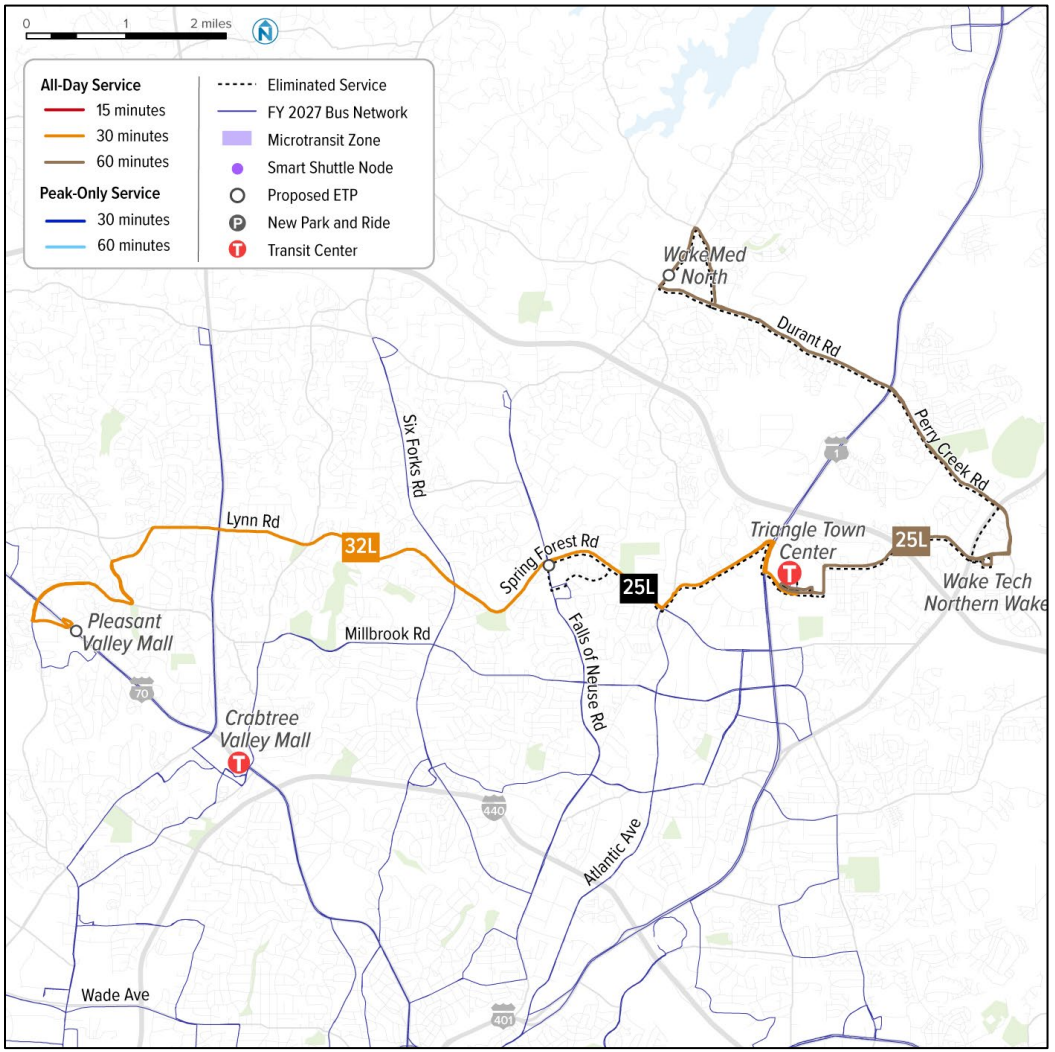
Related capital investments:

- Enhanced Transfer Point (WakeMed North)

Related service investments:

- 32L Lynn Spring Forest

	Existing	Proposed
	25L Triangle Town Link	**25L Durant**
Span of Service		
Weekday	5:30 AM – 8 PM	5:30 AM – 12:30 AM
Saturday	7 AM – 8 PM	5:30 AM – 12:30 AM
Sunday	7 AM – 8 PM	6:30 AM – 11:30 PM
Frequency		
Weekday		
AM Peak	60	60
Midday	60	60
PM Peak	60	60
Evening	60	60
Saturday		
Daytime	60	60
Evening	60	60
Sunday		
Daytime	60	60
Evening	60	60



32L LYNN SPRING FOREST (FY27)

OLD WAKE FOREST

Project Type: New Route

Project overview: New Route 32L would replaces portions of the former alignment of Route 25L Triangle Town by continuing west of Falls of Neuse Road to Pleasant Valley Mall, along Spring Forest Road and Lynn Road. 32 Lynn Spring Forest would operate every 30 minutes during peak periods, and 60 minutes during the off-peak and on weekends. Weekday and Saturday service span is 6 AM to 11 PM, and Sunday span is 7 AM to 9 PM.

Major destinations: Triangle Town Center, Pleasant Valley Mall

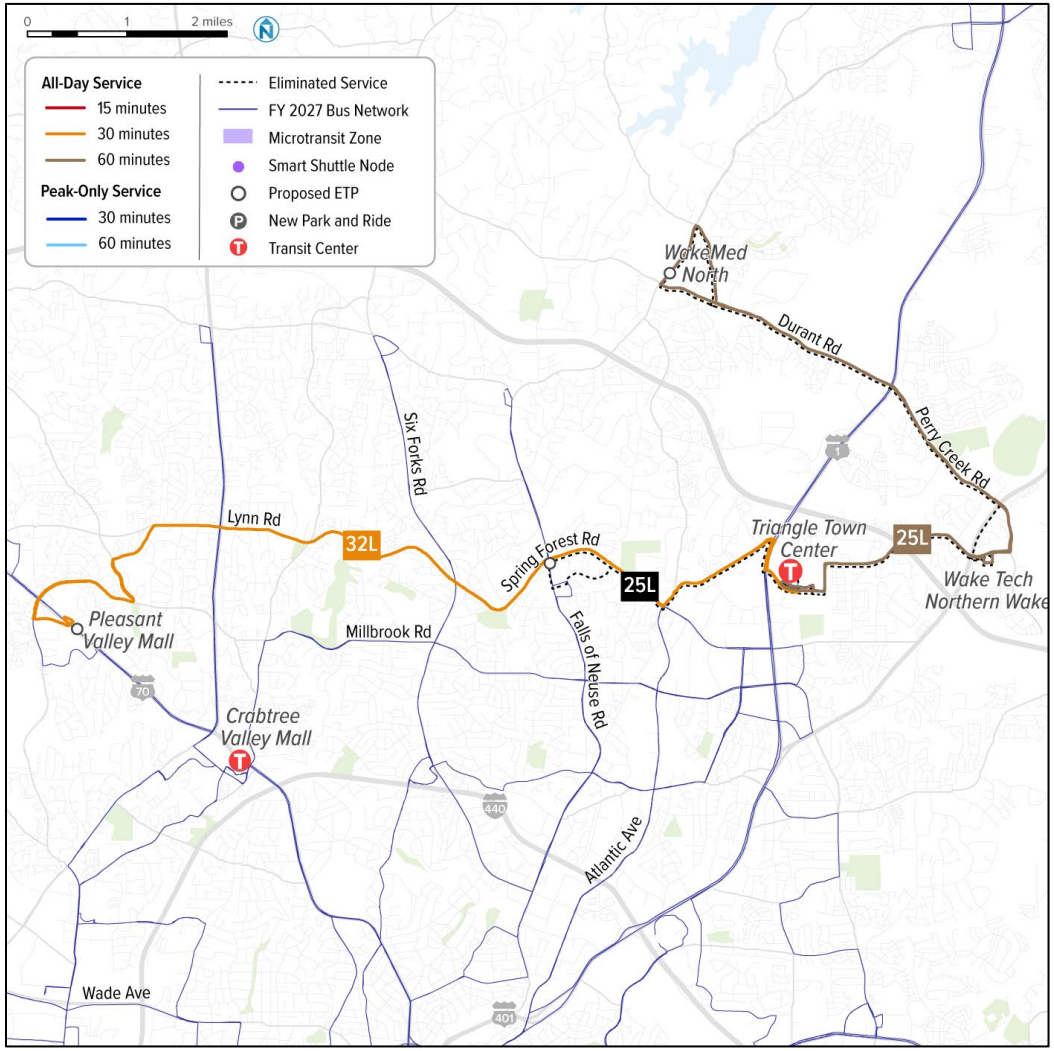
Related capital investments:

- Enhanced Transfer Point (Pleasant Valley Mall)

Related service investments:

- 25 Durant
- Elimination of 25L Triangle Town Link

	Proposed
	32L Lynn Spring Forest
Span of Service	
Weekday	6 AM – 11 PM
Saturday	6 AM – 11 PM
Sunday	7 AM – 9 PM
Frequency	
Weekday	
AM Peak	30
Midday	60
PM Peak	30
Evening	60
Saturday	
Daytime	60
Evening	60
Sunday	
Daytime	60
Evening	60



33 KNIGHTDALE (FY27)

Project Type: Alignment Change, Span Improvements

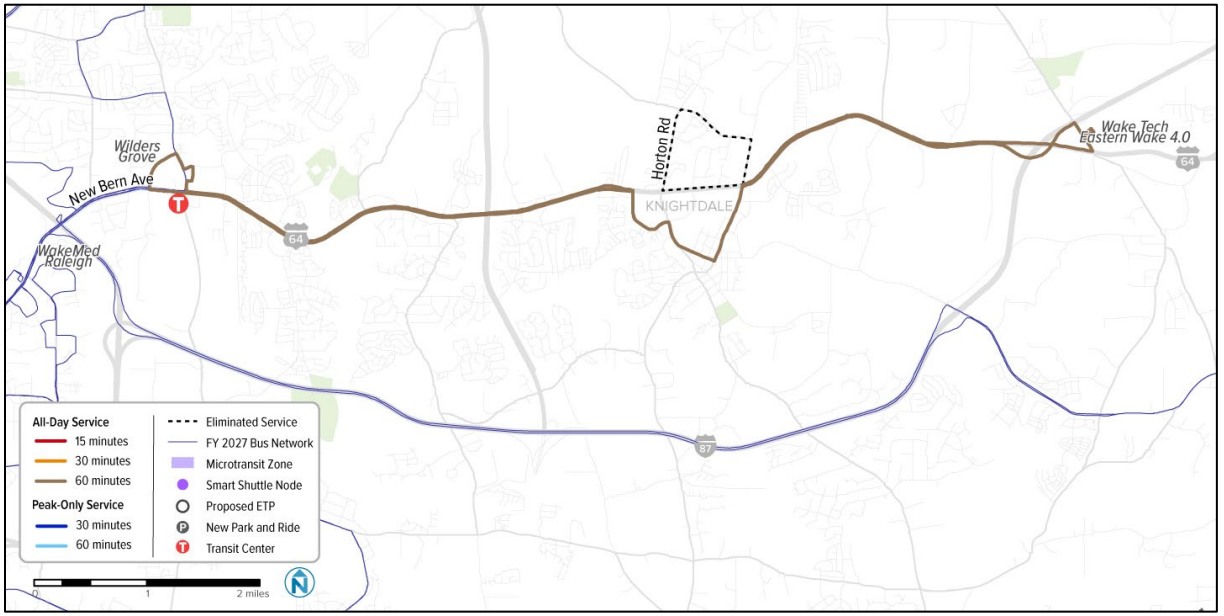
Project overview: This project would add weekend service to 33 Knightdale and extends the route further east to the future Wake Tech campus that was previously served by the ZWX. The final Route 33 alignment through the Town of Knightdale is being determined by the City of Raleigh and Town of Knightdale.

Major destinations: Wilders Grove, future East Wake Tech location

Related capital investments: None

Related service investments: None

	Existing	Proposed
	33 Knightdale	**33 Knightdale**
Span of Service		
Weekday	6 AM – 10 PM	6 AM – 10 PM
Saturday	-	6 AM – 10 PM
Sunday	-	7 AM – 8 PM
Frequency		
Weekday		
AM Peak	60	60
Midday	60	60
PM Peak	60	60
Evening	60	60
Saturday		
Daytime	-	60
Evening	-	60
Sunday		
Daytime	-	60
Evening	-	60



GORALEIGH CAPITAL PROJECTS

Wake Transit Plan-funded capital projects include a series of investments in passenger and maintenance facilities. Between FY2025 and FY2027, the following projects sponsored by GoRaleigh are scheduled for investment:

- Design and construction of the Midtown Transit Center at North Hills Mall
- Design and land acquisition for a new park and ride at Gorman St and I-40
- Investment in five Enhanced Transfer Points(ETPs)
- Construction of the GoRaleigh/GoWake Access Paratransit Operations and Maintenance Facility
- Improvements to existing bus stops and development of new bus stops
- Replacement and expansion fixed route vehicles
- Replacement and expansion paratransit and service vehicles

Transit Centers

Transit Centers are locations where multiple bus routes meet. They are designed to support transfers between multiple bus routes and serve large volumes of passengers. Transit Centers are connected with the frequent transit network, and most will also offer connections with the Bus Rapid Transit network.

As the largest transfer locations in the system, these facilities offer the highest level of passenger amenities in the network. All Centers will be fully ADA compliant. They will include either indoor waiting areas or large passenger shelters that offer refuge from weather. In addition, transit centers have been programmed to include the following amenities:

- Information systems including real-time passenger information, signposts, maps, bus schedules
- Wi-Fi hot spots
- Safety features including lighting, emergency phones, cameras
- Ticket vending machines
- Space for park and ride users (as appropriate)
- Secure bicycle parking

Park and Rides

Park-and-ride lots provide vehicle access to the transit network, either through drive and park, or drop off facilities. The Wake Bus Plan builds on the region's existing park and ride lots by adding additional facilities to support regional and frequent transit routes.

The Wake Bus Plan programmed Park-and-Ride lots with the following package of amenities and services:

- Park-and-ride lot identification markers
- Passenger shelter and benches
- ADA upgrades (curb cuts)
- Safety amenities, including lighting, security cameras and emergency phones
- Passenger information, including maps
- Trash and recycling bins
- Electric Vehicle (EV) charging
- Secure bike storage

Enhanced Transfer Points (ETPs)

The Wake Transit Plan creates opportunities for transfers between routes. The Wake Bus Plan will build ETPs to support transfers, especially in cases where frequent routes connect to other Wake Bus

Plan funded routes and/or there are high volumes of riders. The Wake Bus Plan also set aside some operating and maintenance funds to support ongoing facility maintenance, such as cleaning and trash removal.

The Wake Bus Plan programmed ETPs with the following package of amenities and services:

- Larger shelter(s)
- Lighting
- Passenger information, including real-time information systems
- Amenities to enhance passenger comfort (Wi-Fi hot spot, benches, trash cans, bike racks)

Standard Bus Stops

The Wake Bus Plan includes funding to support investments in existing bus stops to ensure stops comply with the Americans with Disabilities (ADA) standards. There is also funding to develop new bus stops along bus routes where alignments have changed and/or new bus routes.

The Wake Bus Plan bus stop program assumes different amenities levels based on the volume of riders using (or expected to use) each bus stop:

- “Simple” bus stops assume bus stop signage, bench, trash can, solar light post, and a modest amount of sidewalk improvements (6” or less).
- “Standard” bus stops, which include all the simple bus stop amenities plus a shelter, maps and cases, and additional lighting solar lighting. Standard bus stops also assume acquisition of right of way (ROW) easement.

Funding in the Wake Bus Plan included a 75-25 mix of funding for simple (75%) and standard (25%) bus stops. GoRaleigh will determine which bus stops warrant a higher level of investment.

MIDTOWN (NORTH HILLS) TRANSIT CENTER

Facility Type: Transit Center

Location: North Hills Mall – Raleigh

Project Description: A transit center is planned for Midtown in Raleigh, near the North Hills shopping center, near to I-440. The Midtown Transit Center will support transfers between transit routes and create opportunities to travel east – west without going into downtown Raleigh.

The Wake Bus Plan assumes the Midtown Transit Center will not be a staffed facility. The Wake Bus Plan also includes a small amount of operations and maintenance funds to support facility cleaning and trash removal.

Estimated Cost by Year

Year	Cost	Phase
FY25	$568,551	Design
FY26	$4,000,000	Construction

Representative image; project elements and design will vary by location.

Current and Future Services using Facility:

- GoRaleigh 8 Six Forks
- GoRaleigh 24L North Crosstown (until FY29)
- GoRaleigh 8L Six Forks North (FY28)
- GoRaleigh 16 Oberlin (FY28)
- GoRaleigh 24L New Hope Crabtree (FY29)

GORMAN/I-40 PARK-AND-RIDE

Facility Type: Park and Ride

Location: TBD but located near the Gorman and I-40 interchange

Project Description: New facility expected to move to design and acquire land by FY26 and beginning construction by FY28.

Estimated Cost by Year

Year	Cost	Phase
FY26	$1,489,780	Design/Land Acquisition
FY28	$1,678,484	Construction

Current and Future Services using Facility:

- GoRaleigh 11 Avent Ferry

Representative image; project elements and design will vary by location.

SYSTEMWIDE TRANSFER POINT IMPROVEMENTS

Facility Type: Enhanced Transfer Points

Location: Various locations

Project Description: Approximately $2.3 million allocated towards improving existing facilities exclusively for GoRaleigh facilities. This project includes updating facilities and ensuring that they are comfortable and can accommodate high ridership bus routes and make transfers/connections easier within the system.

Wake Bus Plan assumes GoRaleigh will develop up to two ETPs every other year during the SRTP time frame. The Bus Plan identified a list of candidate sites; GoRaleigh will determine the timeframe for individual site development.

Systemwide Improvement Costs and Locations

Year	Cost
FY25	$524,000
FY27	$566,758

Candidate Sites

1. Falls of Neuse /Durant
2. Falls of Neuse/Spring Forest
3. Franklin/Blount
4. Hillsborough/Oberlin
5. Oberlin/Clark
6. Capital/Westinghouse
7. St. Albans/Wake Forest
8. NC State Fairgrounds

Representative image; project elements and design will vary by location.

GORALEIGH/GOWAKE ACCESS PARATRANSIT OPERATIONS AND MAINTENACE FACILITY

Facility Type: Maintenance Facility

Location: City of Raleigh

Project Description: The GoRaleigh/GoWake Access Paratransit Operations and Maintenance Facility was constructed more than 40 years ago. The original facility was used to support GoRaleigh operations; it was repurposed and reopened in 2015 for GoRaleigh /GoWake Access. The existing facility has multiple deficiencies, including parking, driver facilities, conference/training space, separated call center facility and employee parking. Structural issues make further investment in the existing site impractical.

Funds allocated by the Wake Bus Plan will support site planning and design as well as construction.

Estimated Cost by Year

Year	Cost	Phase
FY24	$20,500,000	Design/Planning
FY25	$21,320,000	Construction

BUS STOPS

The Wake Transit Plan provides funding to upgrade existing bus stops to meet ADA standards (as practical) and improve passenger safety/ comfort. The Bus Plan also supports development of new bus stops in accordance with new or revised bus routes. Improvements at each location will vary, but are expected to include signage and accessibility according to the federal Americans with Disabilities (ADA) standards (where practical).

The Wake Bus Plan programmed bus stops with the following package of amenities and services:

- Shelter(s)
- Benches
- Lighting

Year	Existing Bus Stop Improvements (Estimate)	Development of New Bus Stops (Estimate)
FY24	$1,169,859	$58,000
FY25	$1,216,653	$1,499,644
FY26	$1,265,319	$1,476,169
FY27	$1,315,932	$680,514

Representative image; project elements and design will vary by location.

FIXED-ROUTE BUS FLEET – GORALEIGH

Capital Investment Type: Fleet

Project overview: The Wake Transit Plan provides resources to purchase fixed-route buses for GoRaleigh and GoTriangle. Bus purchases will support service expansion associated with the Wake Transit Plan and replace vehicles that reach the end of their useful life. The Wake Bus Plan funding assumes funding for clean fuel vehicles.

Related service investments: Service/route expansions related to the Wake Operating Model

GoRaleigh Fleet Investment Schedule by Year by Transit Provider

Year	Cost	Replacement Vehicles	Expansion Vehicles
FY24	$2,250,000	-	3
FY25	$10,903,783	13	1
FY26	$10,646,013	10	3
FY27	$1,687,296	-	2

Representative image; vehicle type, size, and appearance will vary by project operator.

ACCESSIBLE (PARATRANSIT/RURAL) FLEET

Capital Investment Type: Fleet

Project overview: As fixed-route service expands, demand for complementary paratransit service will also increase. The Americans with Disability Act (ADA) requires public transit operators to provided complementary paratransit to individuals unable to use fixed route service provided because of a disability. Wake Bus Plan also includes funding for accessible vehicles to support GoWake Access and the delivery of general-purpose transit to rural residents as well as older adults and persons with disabilities. The Wake Bus Plan estimated the need for vehicles based on the anticipated expansion of fixed route service as well as for replacement vehicles.

Related service investments: Service/route expansions related to the Wake Operating Model

GoRaleigh ADA Fleet Investment - Capital Costs by Year

Year	Cost	Cost per ADA Vehicle	Cost per Service Vehicle	Transit Operator ADA Replacement and Expansion Vehicles	Support Vehicles
FY24	$615,680	$107,120	$46,800	4	4
FY25	$591,635	$111,405	$48,672	4	3
FY26	$716,538	$115,861	$50,619	4	4
FY27	$918,339	$120,495	$52,644	5	6

Representative image; vehicle type, size, and appearance will vary by project operator.